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BRITISH LEAVE MEN.

ARRANGEMENTS FOR ENTERTAINMENT IN INDIA.

The experience of last year has shown that special arrangements on a bigger scale are required in order to deal with the large number of British leave men from overseas, says a Simla notification. It is recognised that men from Mesopotamia and East Africa have not the same facilities for rest and enjoyment in this country that their comrades have on the western front when they spend their leave at home. Efforts have been made this year to make life more cheerful, interesting and recuperative for the men who come over on leave, and an outline of these efforts may possibly prove of interest to the public.

The men on first arriving in this country will proceed to their depots or camps. Everything possible is being done, with the aid of private enterprise and the Y.M.C.A. to make life in these depots and camps as pleasant as is possible compatible with the exigencies of the service. From these depots and camps such men as are recommended for the privilege are to be permitted to proceed to any place in India they like, provided there is suitable accommodation available. Guide books are being distributed which show the men where they can find accommodation, the price they have to pay, and giving a great deal of useful information. The accommodation consists chiefly of soldiers' homes and Y.M.C.A. and private homes, which can be vouchsafed for as suitable. The majority of these are subsidised by Government, which has in addition opened a special recreation camp in Wellington, in which accommodation is available for 600 men. This camp is to be run on the lines of a soldier's home, but for discipline and administrative purposes to be run on the lines of a soldier's home, it will be under a commandant and other officers.

In order to make life in this camp as little like barracks life as is possible, a certain number of lady workers have been organised into a "Woman's Service," whose whole time will be devoted to the men, with the purpose of affording them a healthy change in order to render them at the expiration of their holiday fitter and stronger men. As these ladies have to be selected from various places throughout India, and as they are to be whole-time workers under military control, the Government of India has decided to pay them for this work in accordance with the policy adopted for lady-clerks.

The camp at Wellington is more or less of an experiment. Discipline is being relaxed but not abolished, home-life is taken as a model in contradistinction to barracks life, and everything in the way of amusements or occupation that a man can reasonably expect is being supplied. The Y.M.C.A. throughout India are at the request of Government, extending their activities, and wherever leave men may proceed, it is anticipated that the Y.M.C.A. will be there to cater for their entertainment and to assist them in every possible way.

Mention should also be made of the many offers of hospitality of a private character which are being made by various committees and individuals throughout India. These are being taken advantage of wherever possible, and the commander-in-chief is satisfied that everything that can be done in reason to make the soldiers' leave in India pleasant, restful and recuperative is being done, by a combination of Government, Y.M.C.A., and private enterprise.

HONGKONG POLICE RESERVE.

ORDERS ISSUED BY MR. P. O. JENSEN, C.B.E.

RAIN.

Patrolmen on duty are permitted to wear Winter uniform trousers during the present rainy season. Parades and drills are to be considered as cancelled in the event of steady rain falling one half-hour before the hour for which the parade or drill is ordered. (D.O. 123).

SEARCH SUPERVISORS.

Search Supervisors will in future report to the Sergeant at the Harbour Office, and not at the Imports Office Shed.

RAND PRACTICES.

Wednesday, June 5th; Monday, June 10th; and Thursday, June 13th; at 6 p.m.

By Order,

T. F. HOGAN,
A.S.F. (R.) and Adjutant.

June 4th, 1918.

SWEDISH BUTTER AND MARGARINE SUPPLIES.

An interesting statement was made by counsel for the Crown recently in an action in which the President of the Prize Court was asked to condemn as prize cargoes of coconut oil, "oleo oil," and "premier jus," valued at £120,000. The cargoes were seized in the steamship *Bonna* and five other vessels while on voyages from the Dutch East Indies and South Africa to Gothenburg.

The cargoes were claimed by the New Margarine Company, of Sweden, which has a factory at Colmar. Counsel said that before the war Sweden found her largest customer for butter in this country, but during the early stages of the war she manufactured margarine for home consumption in order to supply Germany with butter. The transfer of the Swedish trade to Germany had had something to do with our deficient supply of butter. Sweden had rationed Great Britain in butter down to vanishing point, while her exports to Germany had increased enormously, until the British Government realised what was happening and stopped the imports of margarine and oil substances into Sweden. Since then Sweden had kept her butter for home consumption.

THE IRISH SPLIT AT SHANGHAI.

NEW ORGANISATION FORMED.

At a meeting of about 30 Irishmen, at Shanghai, on May 29th, it was decided to form an Irish Association.

Mr. J. K. Tweed, who presided, said: "I am sure you have all read with pleasure the report of the meeting of the St. Patrick's Society of Shanghai, held last night, and I am also sure that we all congratulate the members on having unreservedly committed themselves to support the war. Under these circumstances the necessity of an Irish Association may not arise. At the same time those of us who were present at the annual meeting, and at the meeting held on May 3rd, and who could not help seeing and hearing the gymnastic and vocal expressions of jubilation of half the members present when it became known that the wire had been shelled, can hardly be blamed if we ask the Committee of the St. Patrick's Society to assist us to understand how opinions, obviously strongly held, can have changed completely in the short time which has elapsed since the meeting on May 3rd. The time is long past for hair splitting, and I feel very strongly that unless the St. Patrick's Society of Shanghai unanimously agrees to fix its energies on the war to such an extent that political and personal grievances are altogether forgotten, its continuance will only be harmful, as introducing contentious side-issues. I propose therefore, that we proceed with the formation of an Irish Association, and the election of a committee from the members of the Association. Should we receive an invitation from the committee of the St. Patrick's Society to discuss an amalgamation, we will then have a representative body to discuss the matter, and report to us as an Association. (Applause.)"

Mr. Tibbey referred to a passage in Mr. Wilkinson's speech at the St. Patrick's Society meeting in which he stated that the Association was composed of Protestants and men of means. He deprecated the fact that the religious question should have been introduced. They were not all Protestants and they were not all men of means. The members had signed a paper, but they had not been asked to state their religion; they had pledged themselves to support the King and the Empire before any other consideration.

Mr. Byrne said it would be better for all if they were united, but if they went back they would have to see that every member of St. Patrick's Society was for the war and for the Government, and a British subject before he was an Irishman.

Mr. H. G. Simms said: "My position today is rather a difficult one. I have read carefully what happened at yesterday's meeting, and I, like the Chairman, was very pleased to see it. These people at the meeting on May 3rd were carried away; there is no question about that. They spoke in such a way that there was no question where we should do. We had to resign. Three weeks or so later they have 'looped the loop,' they have changed absolutely round. That puts us in a difficult position. It is not for us to judge their hearts; it is difficult to do so, but I agree with Mr. Byrne that we ought to have some guarantee from these people further than a speech at a meeting. This war is to be won by the unity of the British and Allies and to have division among the British is unsound and we ought to avoid it if we can. We ought to give these people a chance to avoid it, for the onus is on them. They have gone a long way and if they put their names to it, it will do no harm. If we form the Irish Association there is no longer unity in the Irish community and before forming an association we must consider that very carefully. Personally it has been a sad and humiliating time for me, because we had worked the St. Patrick's Society into a good position and in two hours the whole thing was wrecked. It is a question of salvage now, and I think before we form this association we ought to see whether we have done everything towards salvaging it. I have resigned. I have been asked to go back, but I am not going back unless I have the unanimous support of all the Irishmen in the East (applause)."

It was unanimously agreed to form an Irish Association consisting of those present and the following gentlemen were elected to the committee:—Messrs. S. B. Niell, H. G. Simms, H. M. Tibbey, Major Trueman and J. K. Tweed.

THE HIGH COST OF LIVING HOUSEHOLDERS' ASSOCIATION FOR YOKOHAMA.

A meeting was held recently in the Gaiety Theatre, Yokohama, to discuss the problem of the high cost of living and was attended by over a hundred persons.

The Chairman complained that many ladies were too busy or too indifferent to trouble about ¥. 10 to ¥. 15 per month, more or less, on meat or other bills, and leaving it in the hands of the cook, were no doubt the victims of profiteering. If these ladies could only be induced to take an intelligent interest in their own household expenses and work to do away with unnecessary advances in prices, what a boon they would confer upon these men who were forced to count their dollars and cents in order to see if they could meet the cost of ordinary necessities.

The meeting decided to issue post-cards suggesting that all residents should join a Householders' Association which would keep them informed of fluctuations in prices.

ANGLO-AMERICAN UNITY.

INTERNATIONAL ASSOCIATION SUGGESTED AT PEKING.

Our Peking correspondent writes as follows under date May 25th:—

Just as the hard school of experience brought home to the Allies fighting in France the imperative necessity for unity of command, so events have been shaping themselves in China to bring about a degree of Anglo-American unity and a desire for co-operation in the various activities of the two peoples in this country which would have seemed impossible a little more than a year ago. The "get-together" spirit was manifested in Shanghai and Peking almost simultaneously. Peking, however, was more ripe for it than any other city in the Orient. The foreign community being small, there has been a greater mingling of Americans and Britons in Peking. Their social life has been practically a common one, and this contact conducted to an understanding which is almost perfect. A series of lectures held last winter at the British and American Legations, with an American speaker at the British Legation and a British speaker at the American Legation, enlarged the scope of contact, which is now about to broaden into a more concrete union. Last week the American Association of North China started out to entertain the members of the British Chamber of Commerce, but by the time they invited personal friends, also, they found that they were entertaining nearly the whole British male community. The dinner was an immense success, and the feeling engendered was of the happiest, a real spirit of oneness developing which was most inspiring and suggestive of an effective co-operation which can only be mutually beneficial. A movement is now on foot to inaugurate a British-American Association, which, recognising the common aims of Great Britain and the United States in China, will promote mutual commercial and social interests, but especially direct a common anti-German propaganda. Undoubtedly there is work for such an organisation.

GERMANS IN THE INDIAN HIDE TRADE.

POLICY OF ELIMINATION.

Sir Henry Loddard, late President of the Upper India Chamber of Commerce, addressed the Indian section of the Royal Society of Arts recently on "The Indian Hide and Leather Trade." This export trade, he said, ranked fifth in the products of India, but before the war it had become to all intents and purposes a German monopoly. In February, 1916, a representative committee was formed at the Imperial Institute to consider the future of the trade, and in the course of their inquiry British firms in Calcutta stated that they would take up the export trade, but at the same time they made it clear that their entrance into the business would be contingent on the complete removal from the trade of German firms. Since the committee's recommendations were submitted, the Government of India had employed only British and Indian firms as their agents in the purchase of hides on Government account. In the background there were, however, still the old rings or their successors, representing their exclusion, agitating for recognition, bringing pressure upon the Government, trading with neutrals, and ready to pounce upon the trade directly peace was declared and the Continental market reopened. The Tanners' Federation in Great Britain, who had expressed themselves able to handle four million hides in the third year after the war, were under no delusion about the danger, and recently declared that if German firms were included in the buying arrangements in India, and the trade in India not firmly established in British hands, they would not enlarge their yards and sink capital in order to tan Indian ox and cowhides.

The policy outlined by Sir Henry Loddard to regain the control so long exercised by the enemy was that no German firm, of German antecedents and connections, should be permitted to remain in this trade; that no concern or individual should take part in it without a licence; and that there should be closer commercial union—some preference or privilege that would render us more self-supporting and self-contained, more independent, and more alive to enemy machinations than we had been in the past.

Sir Charles S. Bayley, Member of the Council of India (who presided), mentioned that India tanned hides were now providing 60 per cent. of the material required for Army boots. There were 220 million head of cattle in British India, and there need be no apprehension about the future. The Government of India had taken exceedingly drastic steps to purge the firms engaged in the trade of enemy influence; but as regarded the suggested concession to this particular industry, it must be remembered that other trades would claim a similar concession. The elimination of enemy influence in this trade was of very great importance, and was perfectly certain that the Government of India would take every step to bring it about; but the question of the elimination of all aliens was much bigger, and he, at any rate, could not discuss it there.

CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

CANTON, June 4th.

GENERAL LUK.

General Luk Wing-ting has decided to lead personally an army to reinforce the Southern expeditionary forces on the front.

It is also reported that in consequence of the rumours regarding the dismissal of the Tsuchun in Canton General Luk has decided to send 10 regiments of Kwangsi troops to Wuchow to look over the two Provinces and go to the Tsuchun's protection if he is in any trouble.

NAM HUNG RECAPTURED.

It is reported that Canton forces suddenly attacked Nam Hung on the night of the 2nd inst. during heavy rain and badly defeated the Northern troops who were caught unprepared. Nam Hung was recaptured with little opposition. Fighting is proceeding, fresh Northern troops having been brought up from the second line.

THE CIVIL GOVERNOR.

We are informed that the Civil Governor has decided to remain in Shui Hing for a further period, as his decisions have not been complied with. His Excellency has sent one of his leaders to take charge of affairs in his yamen at Canton, and has ordered that all important matters be referred to him in Shui Hing.

SWATOW REPORTS.

A message from Amoy states that Li How-ki, the Tsuchun of Fukien, has decided to send troops to attack the Canton forces from three directions. He has been urged by the Peking Government to instruct his troops to commence attacks when the Northern troops arrive at Fukien.

We are informed that the Consular body in Swatow, has again asked the Foreign Ministers in Peking to request the Peking Government to instruct the two armies to exclude Swatow from the war-zone, and, when fighting in the neighbourhood, to energetically protect the lives and property of foreigners.

LANDING AT VLADIVOSTOCK.

QUESTIONS IN THE COMMONS.

In the House of Commons on April 11th, Mr. Lees-Smith asked the Foreign Secretary whether British and Japanese troops had been landed at Vladivostock; whether the United States Government had expressed its approval of the landing; and what was the reason for the landing?

Lord Robert Cecil said as a result of the murder of Japanese subjects by bands of robbers, parties had been landed from British and Japanese warships largely for the protection of the British Consulate and Japanese subjects. His Majesty's Government had no reason to think that the American Government did not approve of the action. It was of purely local significance, and undertaken solely with the object of protecting life and property.

Mr. Lees-Smith: Can the noble lord give an assurance that as soon as order is restored these troops will be withdrawn?

Lord Robert Cecil: I should like notice of that.

Mr. King: Can the noble lord tell us the locality in which these alleged murders occurred?

Lord Robert Cecil: I believe Vladivostock.

On April 15th, Mr. Lees-Smith asked the Foreign Secretary whether any assurance had been given that as soon as order was restored in Vladivostock, the British and Japanese troops would be withdrawn.

Lord R. Cecil: The answer is in the negative, but it is hoped that the incident will soon be closed.

Mr. Lees-Smith: Will the noble lord give an assurance that as soon as order is restored these troops will be withdrawn?

Lord R. Cecil: It is ridiculous to ask for such an assurance.

Mr. Lees-Smith: Will the noble lord give an assurance with regard to the British troops? (Cries of "No.")

Mr. Hogge: Will the noble lord impress on the War Cabinet the necessity of the Japanese doing a little more? (Hear, hear.)

No answer was returned.

THE BRITISH AND THE USE OF GAS IN WAR.

Gas has long been at the disposal of our War Office. Lyon Playfair, in 1853, devised a shell which, upon explosion would render the air in its neighbourhood quite irrespirable. There was the invention, to be taken or left. But our military authorities rightly turned from it in horror. "It would be as bad as poisoning the wells of the enemy!" they said. Like the sinking of hospital ships, and the massacre of civilians, gas was among the things thought impossible in war.

TREASURY CLERKS' EXPERIENCES ON THE RAILWAY.

UNSUCCESSFUL POLICE PROSECUTIONS.

At the Hongkong Magistracy, yesterday, before Mr. J. R. Wood, Messrs. C. Carlos and J. F. da Rozario, clerks in the Government Treasury, were summoned under the Railway Ordinance and the Travellers' Restriction Ordinance.

Mr. T. H. King, A.S.P., who prosecuted, stated that the defendants were charged with attempting to defraud the Railway Company, and also with travelling beyond the limits of the Colony without a permit. They purchased third-class tickets at Kowloon for Sheung Shui, but, instead of alighting at that station, proceeded, ostensibly for Shum Chun, which is outside the limits of the Colony. They, therefore, travelled without paying the proper fares and also without obtaining a permit.

Mr. Rozario, the second defendant, emphatically denied that he and his companion attempted to defraud the Railway Company. "If we intended to do so," he said, "we would have hid ourselves in one of the cars instead of alighting on the platform at Sheung Shui. We were standing in a conspicuous position and the Police Examination Officer noticed us."

The Magistrate: But you travelled beyond your tickets.

Mr. Rozario: We were looking for the guard to pay for our tickets.

Sergeant Hoare, Police Examination Officer, said he entered the train at Sheung Shui and saw two men on the platform. He was busy at the time and did not know whether they had tickets or not. He saw them enter a coach.

Mr. Rozario: But, did you not see us jump off the train, immediately after you had done so?—Witness: I never saw you do it.

Mr. Rozario next stated that he enquired of several people whether he could get a permit to proceed to Shum Chun.

Mr. Winyard, Travelling Inspector on the Railway, deposed that no one asked him whether there was any possibility of securing a permit to go to Shum Chun. The two defendants had return tickets for Fanling.

Mr. Wood said there did not seem to be any evidence that defendants were called upon to pay for their fares and that they had refused. If they had been asked for the money he was sure they would have paid it. He was going to strike off that charge from the summons.

Mr. King asked for an adjournment, but it was refused.

The second charge was then proceeded with.

Mr. Rozario: We did not attempt to go to Shum Chun. When we bought the tickets at Kowloon the ticket-seller asked us our nationality, and we said we were Portuguese. He refused to give us tickets to Shum Chun without a permit and there the matter ended. We bought tickets for Cheung Shui and visited the place, after which we went to Fanling. We wished to go to Shum Chun, as we had not visited it before. When we arrived at Cheung Shui we went in search of a European official, because a Chinese railway official had informed us on the train that we might be able to get a permit. We were refused a permit, so we got off the train, and walked down to Fanling and then returned to Hongkong.

In reply to Mr. King, Mr. Rozario stated that he had resided 33 years in the Colony. He had read the notification appearing in the papers about leaving the Colony without a permit.

Sergeant Hoare said he asked defendants at Sheung Shui for their permits, but they replied that they did not possess any. They made the excuse that they were ignorant of the regulations. The defendants were on the train at the time, and, as it was in motion, he had it stopped and told them to alight. Later he met them near the station, going in the direction of Fanling. They informed him that they had been to the Sheung Shui Police Station to enquire whether they could get a pass.

Mr. J. R. Wood said the question was whether the defendants went on the train with the intention of asking for permission to proceed to Shum Chun, or whether they attempted to escape. Defendants had given a reasonable explanation of their movements, and he was going to discharge them.

Defendants were then discharged.

"ONCE A GERMAN ALWAYS A GERMAN."

Under the title "Once a German always a German" the British Empire Union has issued a striking poster which shows, by means of a series of illustrations, how the German, fresh from the commission of outrages such as have shocked the civilized world, is the same snugg person who, on the signing of peace, will importune the British people to purchase his goods.

COMPANY MEETINGS.

WILLIAM POWELL, LTD.

The annual general meeting of the shareholders of Messrs. William Powell, Ltd., was held yesterday at noon at the offices of the Company. Mr. H. J. Gedge (Chairman) presided, and there were also present: Messrs. J. W. Taylor (Director), G. Martin, E. Maurice and H. O. Holt (Secretary).

The Chairman said:—Your Directors have great pleasure in presenting the accounts showing such a satisfactory result of the year's working, and I am sure that these will be equally satisfactory to you. As pointed out by your Chairman at the last general meeting, the Company is passing through difficult and strenuous times in regard to obtaining imports from Europe and America, and, owing to the scarcity of wool, many woollen goods are unobtainable. Boots and shoes, also, are unobtainable from England and we have to rely upon obtaining these articles from America, but, in this regard, it is worthy of mention that we have a large stock of boots and shoes and woollen goods sufficient for our needs for some time to come.

The business transacted during the year under review has exceeded all records, and, considering the difficulties prevailing in shipping and the shortage of merchandise in the markets of England, this result must be considered highly satisfactory, and shareholders are to be congratulated on the Company's success in obtaining regular supplies of merchandise.

Turning to the balance sheet, you will see that our stock has increased from \$170,256 to \$177,359—an increase over last year of \$7,093, which valuation is far under its replacing value to-day. Exchange, too, has benefited the Company, and we would wish customers to note that all our goods are marked at the rate of exchange ruling at the day the merchandise arrives, and customers consequently obtain the benefit of the high rate of exchange. The wholesale price of merchandise both in England and America has risen enormously, and if it were not for the high rate of exchange ruling for some considerable time past goods would have to be sold retail at prohibitive prices. Your management has adopted the policy of purchasing goods suitable to our requirements whenever offered. The sales for this year show a satisfactory increase on last year's account, and the business may be considered on a satisfactory and steady basis.

With this one note of warning, that if this disastrous war continues for an indefinite period goods will be unobtainable, at least, in any large quantity. Fortunately, we have a stock to carry us on for some time to come.

The profit for the year, including the amount of \$9,932.82 brought forward from last account, is \$57,889.32, and, as stated, your Directors propose to appropriate it as follows:—

To pay a dividend of 50 cents and a bonus of 30 cents, absorbing \$16,800.00

To write off total value of fixtures and fittings 4,364.14

To transfer to equalization of dividend account 10,000.00

To transfer to General Reserve 15,000.00

To carry forward to next year's account 11,725.18

The report and statement of accounts for the year ending February 28th, 1918, were adopted on the motion of the Chairman, seconded by Mr. Maurice.

Messrs. G. C. Moxon and H. J. Gedge were re-elected Directors. The appointment of Mr. J. W. Taylor as Director was confirmed.

Messrs. Percy Smith, Seth and Fleming were re-elected auditors at a remuneration of \$450.

The Chairman: That is all the business, gentlemen. Dividend warrants will be ready to-day.

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending 1st June are as follows:—

	Receipts for week.	Aggregate receipts for 23 weeks.
This Year	\$13,182	\$294,151
Last Year	12,633	288,899
Increase	549	5,252
Decrease	251	—

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

At the 64th ordinary general meeting of the shareholders of the Chartered Bank of India, Australia and China held at the Head Office in London on April 10th,

Sir Montagu Cornish Turner (the chairman), who presided, said:—The report which I have the pleasure to submit for your approval to-day will doubtless be considered satisfactory in view of the prevailing conditions of stress and trouble under which we have to conduct banking operations. Our chief aim and object has been, in co-operation with other exchange banks, to finance to the utmost limit of our resources, shipments of national importance from Eastern ports to this country. To this end the Secretary of State and the Government of India (as represented by the Food Commissioners at home and in India) have called upon the services of the exchange banks, who have loyally responded, and, we believe, have earned the approval of those in authority. With this enormous drain on our resources we may not have been able, at all times, to satisfy the full requirements of our friends and customers in the ordinary course of business, but we have done our best, in spite of lessened Council assistance.

We have all recognised that, in war times, the demands of the nation are of paramount importance, and must be met first and foremost. As might be expected, exports from this side to the East, and Far East have declined considerably, which, by reducing the demand for bank remittances, have further increased our difficulties and have forced exchange banks to rely more than ever on Council Bills for paying down funds on the other side. All engaged in business—exporters, importers and dealers—have much to contend with, but we can only look forward to the time when war has ceased and trade has resumed its normal course. I might also refer to the scarcity of tonnage, which restricts operations and is felt at all points alike. That, unfortunately, is a difficulty which is likely to increase rather than to diminish in the next few months. As regards our business in India, it is satisfactory to note that the crop reports up to date are most satisfactory.

The excellent work of the staff is reflected in the results shown in our annual report, but I can also with pleasure state that every member of the staff, at home and abroad, both male and female, has done his or her best in each particular branch of the work. The services rendered by the staff have been specially recognised by grants to meet the increased cost of living, while our foreign staff have, since 1916, received an extra month's salary. These allowances are, of course, in addition to the annual bonus of 10 per cent. granted by the shareholders. Further, owing to war difficulties, it has been found impossible to arrange furlough for our Eastern staff, and the leave of many of them is long overdue. In such cases the directors have compensated the officers by allowing them to draw one-fifth of a year's salary for each day that they serve abroad after their furlough becomes due.

I am glad to say that the Court of Directors have, in conjunction with the managers, evolved a pension scheme for the staff, which will come into operation forthwith. A deed of trust has been drawn up and trustees—three directors and three members of the staff—have been appointed to deal with the fund.

Shareholders will, I am sure, be glad to have some information as to members of the staff serving in His Majesty's Forces. In all 176 members have joined up—72 have obtained commissions, while 22, I regret to say, have given their lives in the glorious cause of liberty and freedom. All honour to their memory. One officer has received the D.S.O., six have been awarded the Military Cross, and one the D.S.M. I am confident you will agree with me that this record is one of which the Chartered Bank of India may be proud. (Hear, hear.)

The statement of accounts now before you is specially noticeable in the fact that our proposal to add £100,000 to the reserve will bring that fund up to the satisfactory figure of £2,000,000, as compared with our paid-up capital of £1,200,000. It has been the consistent policy of the directors for many years past to add to the reserve thereby assuring the financial stability of the bank and improving the value of the shares in the market. Further, it is in a measure owing to this consistent policy of husbanding our resources and building up our reserves that we are able to pay the handsome return which shareholders now enjoy. I feel confident that the policy pursued will meet with your hearty approval. Taking the figures of the report issued in 1906, you will find that the reserve fund then stood at £975,000, increased to £1,475,000 in 1907, partly by the addition of the premium on the new shares issued in that year, and gradually increased year by year up to the present figure.

Turning to our balance-sheet, we have every reason to congratulate ourselves on steadily expanding figures, pointing to healthy development all along the line. Our assets now aggregate £34,126,432 12s. 1d., as against £33,390,841 14s. 11d. at 31st December last year, an increase of £735,590 17s. 2d., and even these figures would, in the ordinary course, have shown considerable increase had our complete returns not been delayed by the shipping difficulties. Our current and fixed deposit accounts, now amounting to £22,042,148 18s. 7d., an increase of £5,338,052 12s. 9d., evidence the continued confidence our home and Eastern friends place in the stability of the bank. On the other side of the account our cash in hand amounted to £8,694,145 6s. 11d., an increase of £3,053,253 7s. 3d., showing a proportion

(Continued at foot of next column.)

SPORT.

LAWN TENNIS.

HONGKONG LEAGUE 2ND DIVISION.

WIGWAM & CLUB DE RECREIO.

In this match on Saturday the Club de Recreio won by 3 games—51 to 48.

Scores:—

Soares and de Souza beat Brown and Crapnell, 8-3; lost to Railton and Knott, 5-6; lost to Hobbs and Hicks, 5-6.

Rull and Hyndman beat Railton and Knott, 8-3; beat Brown and Crapnell, 7-4; lost to Hobbs and Hicks, 4-7.

Hyndman and Gomes beat Brown and Crapnell, 6-5; lost to Railton and Knott, 4-7; lost to Hobbs and Hicks, 4-7.

HONGKONG JUNIOR LEAGUE TABLE.

Played	Won	Lost	Pts
Indian Schools	4	0	8
C. R. C. (G)	3	0	6
M. B. K.	4	3	1
Kowloon (C)	5	3	2
Chinese Y.M.C.A.	5	3	2
St. Stephen's Col.	3	2	1
B. G. A.	4	1	3
Civil Service (B)	4	1	3
Dockyard, R.C.	4	0	4
Queen's College	4	0	4

\$50,000,000 OF PARIS PEARLS IN GERMANY.

Paris jewellers have sold in Germany, through agents in Switzerland, nearly \$50,000,000 worth of pearls (according to a Geneva despatch to the *Petit Journal*). The Germans aimed at, and, but for the action of the French judicial authorities, would have succeeded in, cornering the Paris and London market in pearls after the war.

The clandestine trading, the despatch adds, has been going on unhindered since early in 1915. All intermediaries are said to have been known to the Swiss police, who were astonished at the ease with which they were able to purchase gems in Paris.

Eighteen Paris dealers are being prosecuted on charges of trading with the enemy.

of cash to deposit liabilities of over 30 per cent. Our policy is to keep as liquid a position as possible. Our bills discounted and loans also show satisfactory progress at £10,143,103 10s. 1d., against £9,601,377 10s. 10d. Bills of exchange, including Treasury bills, amounting to £4,337,903 5s. 1d., require explanation.

Turning to our profit and loss account, our net profit for the twelve months was £408,795 43s. 1d., against £381,259 17s. 10d. in the previous year, and after paying £100,000 to reserve fund, adding £25,000 to officers' superannuation fund, and writing £40,000 off premises account (which latter item we considered necessary in view of our having had to acquire new premises at certain points to meet our increasing business), we recommend a final dividend at the rate of 14 per cent. per annum, together with a bonus of £1 per share, equal to 19 per cent. per annum, free of income-tax, and carry forward £167,231 3s. 3d., against £157,410s. 2d. brought in. Whilst our profits have so largely expanded, our expenses have not naturally increased so, but abnormal conditions, increased also, but it is satisfactory to know that 30 per cent. of that increase is due entirely to the higher rates of exchange ruling in the East.

The report and accounts were adopted unanimously.

The Chairman: The next resolution is:—That a dividend at the rate of 14 per cent. per annum for the half-year ended 31st December last, together with a bonus of £1 per share, both free of income tax, be now declared, payable on and after the 17th inst."

The Right Hon. Lord George Hamilton, G.C.S.I., seconded the motion, which was unanimously agreed to.

The best thanks of the shareholders were given to the directors and the staff for their successful management of the bank. The Chairman, in acknowledgment, said:—I am especially glad that such kind remarks have been made with regard to the staff, because at home and abroad they have had exceptional difficulties to contend with. Our managers here in head office deserve your highest praise. (Hear, hear.) I am closely in touch with them every day—practically every hour, if necessary—and I can only say that at times it has given me concern to see them so hard pressed as they have been; but I have to try to do a lot, and I am sure it will cheer them on to renewed efforts. As regards the foreign staff, they have had not only the climate to contend with, but also the difficulty of getting away even for a short change locally. Some of our men have really suffered from having to remain abroad at their posts because there is no way of getting them home, and they have also been very loyal in this respect. There has been a great attraction, naturally, for every young man to join up in His Majesty's Forces, but although they expressed their desire to do so they have, in loyalty to the bank, remained at their posts with very few exceptions. It is really of the utmost importance that they should stand by, because we cannot carry on banking with amateurs as they tried to do in His Majesty's Government. It would be a far worse to try to carry on banking with amateurs. I regret to say that the ladies are not quite up to it at present; at any rate, we cannot send them abroad. Ladies are all very well up to a certain point, as we know; and they have done very good work in this bank at home; but they have not arrived at the stage when we can ask them to become members of our foreign staffs. Therefore, it is that more than ever responsibility rests on our staff abroad, and I intend, gentlemen, with your approval, to send a special letter of thanks to every manager abroad and to the staff recording your thanks and your hearty approval of their conduct of the business of the bank during the past year. (Applause.)

LANE, CRAWFORD & Co.

THE RENOWNED "MAXHED" OILED SILK RAINCOATS

FOR LADIES AND GENTLEMEN.

THE VERY LIGHTEST RAINCOAT MADE AND ABSOLUTELY WATERPROOF.

ALL SIZES AND COLOURS.

\$25.00 each.

THE "MAXHED" SHIP'S BRIDGE BLACK OILSKINS

FOR ROUGH WEAR.

SINGLE, DOUBLE SHOULDERS \$10.50

DOUBLE THROUGHOUT \$12.50

AGENTS FOR

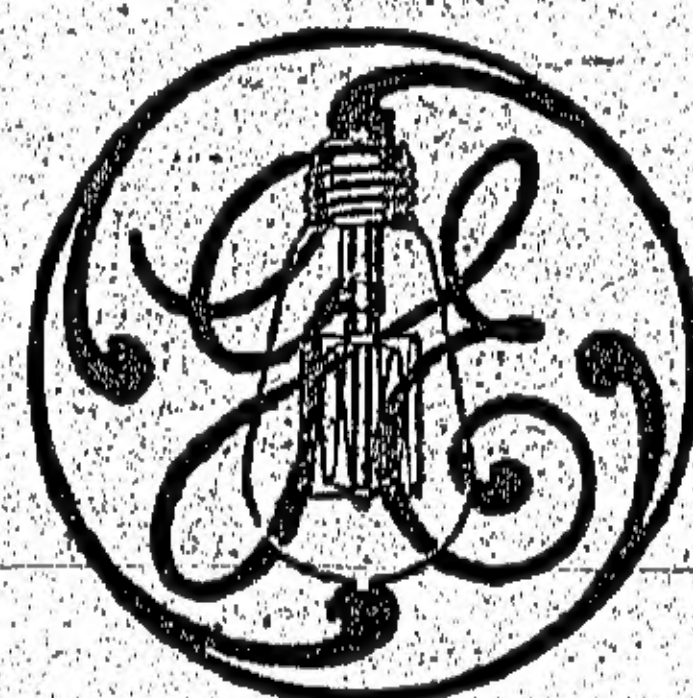
BURBERRY'S AND ZAMBRENE'S.

LANE, CRAWFORD & CO.

G-E EDISON LAMPS A DISTINCTIVE PRODUCT

of the

GENERAL ELECTRIC CO. OF NEW YORK.



"The New Sun for the Whole World."

Andersen, Meyer & Co., Ltd.

Hotel Mansions, HONGKONG.

Missions Building, CANTON.

1185

Wm. Powell Ltd

TELEPHONE 346

JUST RECEIVED

A LARGE SELECTION

OF

PRETTY LACE and VOILE

DRESSES

and

BLOUSES

—:—

SMART TRIMMED

and

SEMI-TRIMMED

MILLINERY.

GRACA & CO.

No. 10, WYNDHAM STREET, HONGKONG.

Dealers in

POSTAGE STAMPS, VIEW POST-CARDS

FLOWER SEEDS, TOYS, &c.

New Supply of

SEEDS.

(1845)

ON-BANK

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day

of or preceding the departure of the

English Mail; also Table of the

Yearly Approximate Average

for 24 years.

PRICE 24 CASH.

On Sale at the Daily Press Office and local Bookstall.

NEW ADVERTISEMENTS

WAR CHARITIES.

A MEETING of the European Members of the General Committee of the War Charities will be held in the Board Room of Messrs. JARDINE, MATHISON & Co. on FRIDAY, 7th June, at 5.15 P.M.

BUSINESS.

To consider a suggestion for the stimulation of regular subscriptions to the Fund by inviting the co-operation of the British Clubs in the Colony.

Hongkong, 4th June, 1918. [2094]

WANTED.

AN ELECTRICAL or MACHINE ENGINEER is required as a Shift Engineer at the Generating Station of the HONGKONG ELECTRIC CO., LTD., Wanchai.

Apply in writing accompanied by details of experience and copies of testimonials to—
THE MANAGER,
HONGKONG ELECTRIC CO., LTD.,
St. George's Buildings.
[2095]

WANTED.

FURNISHED HOUSE at the PEAK, for 4 or 5 months.
Reply—
Care of "Daily Press" Office.
[2096]

PROPOSED SAILING
HONGKONG TO SAN FRANCISCO.

THE Steamship
"MANDASAN MARU,"
Loading on or about the 3th June.
For other particulars, please apply to—
THE SHIPPING DEPARTMENT,
THE MITSUI BUSSAN KAISHA, LTD.,
Agents.
[2097]

G. R.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE current in SHANGHAI, up to and for the sum of \$500,000 current in Shanghai, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11.30 A.M. on the 6th June, 1918.

The amount accepted is to be placed by the tenderer to the credit of an account with the HONGKONG AND SHANGHAI BANKING CORPORATION, Shanghai, so as to be available on the 7th June, 1918.

Persons tendering to state
The amount of Dollars current in Shanghai per \$100 for Telegraphic Transfer on the London Commissioners of H.M. Treasury, London.

The tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the tenders is reserved.

Copies of Forms of Tender can be had on application.

Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Acts 22 George III, Cap. 45 and 41, George III, Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in, or to any benefit to arise from the Contract thereby made for the allotment of such (Bills).

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."

Any further information can be obtained by personal application to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT.

F. J. THURSBY-PELHAM, Lt. Col.,
Treasury Chest Officer, A.P.D.,
His Majesty's Treasury Office,
Hongkong, 5th June, 1918. [2093]

G. R.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE current in TIENTSIN, up to and for the sum of \$130,000 current in Tientsin, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11.30 A.M. on the 6th June, 1918.

The amount accepted is to be placed by the tenderer to the credit of an account with the HONGKONG AND SHANGHAI BANKING CORPORATION, Tientsin, so as to be available on the 7th June, 1918.

Persons tendering to state
The amount of Dollars current in Tientsin per \$100 for Telegraphic Transfer on the London Commissioners of H.M. Treasury, London.

The tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

NEW ADVERTISEMENTS

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

OWING to the Wet Weather the Open Championship Tennis Singles is again postponed until a later date to be notified in the Press.

P. M. HODGSON,
Hon. Secretary,
Hongkong, 4th June, 1918. [2100]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE MATTER of the Estate of ANDREW HUGH GILMORE JACKSON, late of Victoria, in the Colony of Hongkong, Stockbroker, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 23 of the Probate Ordinance (No. 2 of 1897), made an Order limiting the time for sending in claims to or against the above estate to the 30th day of June, 1918.

Creditors and Claimants are hereby required to send their claims to ARCHIBALD HIBBERD CREW of No. 8, Des Vaux Road Central, Hongkong, the Administrator of the above estate, by the above date.

Dated the 4th day of June, 1918.
HASTINGS & HASTINGS,
Solicitors for the Administrator,
8, Des Vaux Road Central,
Hongkong. [2101]

NOTICE TO MOTORISTS.

A MEETING of MOTORISTS will be held on FRIDAY, 7th June, 1918, at 5.15 P.M., at the Office of Messrs. JARDINE, MATHISON & Co., Ltd., Hongkong, when proposals for the formation of an AUTOMOBILE ASSOCIATION in Hongkong will be submitted.

All owners of Motor Cars or Motor Cycles are requested to attend.
Hongkong, 3rd June, 1918. [2091]

NOTICE.

THE Business hitherto carried on by us in Hongkong and elsewhere under the name of MONTREITH WEBB & CO., has been acquired by Messrs. ARNOLD BROTHERS & Co., Ltd., and will henceforth be carried on in their name.

Dated the 1st June, 1918.
R. MONTREITH WEBB & Co.
[2093]

NOTICE.

THE Business of Messrs. B. MONTREITH WEBB & Co. in Hongkong and elsewhere has been acquired by us and will henceforth be carried on under our name.

Mr. B. MONTREITH WEBB has been appointed Managing Director of our Business in Hongkong and will sign for our Company.

Dated the 1st June, 1918.
ARNOLD BROTHERS & Co., Ltd.
[2094]

NOTICE.

MR. A. A. NOWSARIWALLA takes over charge of our Firm's business here from this date, upon Mr. E. A. SOULEMANOFF leaving the Colony shortly.

ABDOULLAH EBRAHIM & CO.,
79, Wyndham Street,
Hongkong, 1st June, 1918. [2095]

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 10th day of June, 1918, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Description	Area in Acres	Area in Square Feet	Annual Rent	Upset Price
1	Lot 1, bounded by the West of the road, and the East of the road, and the South of the road, and the North of the road.	1.00	100,000	100	10,000
2	Lot 2, bounded by the West of the road, and the East of the road, and the South of the road, and the North of the road.	1.00	100,000	100	10,000
3	Lot 3, bounded by the West of the road, and the East of the road, and the South of the road, and the North of the road.	1.00	100,000	100	10,000
4	Lot 4, bounded by the West of the road, and the East of the road, and the South of the road, and the North of the road.	1.00	100,000	100	10,000
5	Lot 5, bounded by the West of the road, and the East of the road, and the South of the road, and the North of the road.	1.00	100,000	100	10,000
6	Lot 6, bounded by the West of the road, and the East of the road, and the South of the road, and the North of the road.	1.00	100,000	100	10,000
7	Lot 7, bounded by the West of the road, and the East of the road, and the South of the road, and the North of the road.	1.00	100,000	100	10,000
8	Lot 8, bounded by the West of the road, and the East of the road, and the South of the road, and the North of the road.	1.00	100,000	100	10,000
9	Lot 9, bounded by the West of the road, and the East of the road, and the South of the road, and the North of the road.	1.00	100,000	100	10,000
10	Lot 10, bounded by the West of the road, and the East of the road, and the South of the road, and the North of the road.	1.00	100,000	100	10,000

Persons tendering to state
The amount of Dollars current in Tientsin per \$100 for Telegraphic Transfer on the London Commissioners of H.M. Treasury, London.

The tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the tenders is reserved.

Copies of Forms of Tender can be had on application.

Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Acts 22 George III, Cap. 45 and 41, George III, Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in, or to any benefit to arise from the Contract thereby made for the allotment of such (Bills).

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."

Any further information can be obtained by personal application to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT.

F. J. THURSBY-PELHAM, Lt. Col.,
Treasury Chest Officer, A.P.D.,
His Majesty's Treasury Office,
Hongkong, 5th June, 1918. [2093]

HOUSES TO LET

TO LET.

NO. 7, STEWART TERRACE, No. 33, THE PEAK,
Apply to—
LINSTEAD & DAVIS,
3rd Floor Alexandra Buildings.
[2098]

TO LET.

COMMODIOUS and well-fitted SHOP in Alexandra Buildings.
Apply to—
SECRETARY,
A. S. WATSON & Co., LIMITED.
[1867]

TO LET.

HOUSES on Shamone, Canton.
No. 27, THE PEAK, LUSTLEIGH.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
[186]

TO LET.

A FLAT in Nathan Road, Kowloon.
FOUR-ROOMED HOUSES in Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
[2000]

FOR SALE.

"GALESEND," 109, THE PEAK, SIX ROOMS.
Apply to—
C. H. GALE,
F.W.D.
[1868]

WANTED.

WANTED, from July 1st, by English Couple, UNFURNISHED FLAT or HALF HOUSE in Kowloon.
Apply to—
"FLAT"
Care of "Daily Press" Office.
[2099]

THE DAIRY FARM COMPANY, LIMITED.

THE Business of the manufacture and sale of ice and the business of Cold Storage hitherto carried on by the Hongkong Ice Company, Limited, has been acquired and will in future be carried on by the DAIRY FARM COMPANY, LIMITED. Consequent upon such acquisition the name of the DAIRY FARM COMPANY, LIMITED, has been duly changed to "THE DAIRY FARM ICE AND COLD STORAGE CO., LTD.," and its business will in future be carried on under the new name.

M. MANUK,
Secretary,
THE DAIRY FARM ICE AND COLD STORAGE CO., LTD.
[1588]

NANYO YUSEN KAISHA, LTD.

(THE SOUTH SEA MAIL S.S. CO.)

NOTICE TO CONSIGNEES.

The Steamship "KAYO MARU,"
FROM KOBE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.
Hongkong, 29th May, 1918. [2075]

WAI KEE.

FLAG & SAILMAKER.
No. 129, Des Vaux Road Central.
Top Floor.
HONGKONG.
Telephone No. 1833.
[1897]

NOW ON SALE.

HONGKONG HANSARD REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL for the Session, 1917.

REVISED BY THE MEMBERS.

PRICE ————

DAIRY PRESS OFFICE.

INTIMATION

WATSON'S
OLD BROWN
BRANDY

25 YEARS IN WOOD

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT

MERCHANTS,

TEL. 616.

MARRIAGES.

OWEN-POWELL.—At Misterton, Somerset, on April 2nd, the Rev. DAVID C. OWEN, M.A., Rector Stoke Abbott, Beaminster, to E. GWENDOLINE POWELL, eldest daughter of Mr. and Mrs. Charles S. Powell, of Finchley, late of Clifton, Bristol.

WALTERS-WARRY.—At St. Saviour's, Warwick Avenue, on April 3rd, WILLIAM BASIL WALTERS, of Poole, to E. WARRY, daughter of John William Warry, late of Clifton, Bristol.

PEAKE-GREIG.—At Walsdstone Parish Church, on March 8th, by the Rev. H. M. Boswell, Lieut. C. A. PEAKE, 1st Royal Scots, of Harrow and Shanghai, to Jessie, only daughter of Mr. and Mrs. JOHN GREIG, "Glen-leith," High Road, Walsdstone.

DEATHS.

POND.—At Avenue Elmers, Surbiton, on April 2nd, JOHN ALEXANDER POND, over 40 years in the employment of Shanghai Municipal Council.

MANLEY.—At the General Hospital, Shanghai, on May 30th, MARY MANLEY, widow of the late John T. Manley, aged 55 years.

HONGKONG OFFICE: 10A, DES VAUX ROAD, C. LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 5TH JUNE, 1918.

THE CONSCRIPTION BILL.

This assurance given by the Attorney General, in introducing the Conscription Bill last week, that the Government "are prepared to deal sympathetically with the question of granting subsistence allowances to the dependants of those men who may be sent to the Front under the provisions of this law," is satisfactory so far as it goes.

It is to be hoped, however, that when the measure comes up for second reading to-morrow the Government will be prepared to submit definite proposals. As we have already pointed out, the conditions of life in this Colony are very different from those obtaining at Home, where the cost of living is much lower than here, owing to the more reasonable rentals, the regulation of food prices, the possibility of several members of the same family keeping house together, and the unlimited opportunities for women to earn a livelihood. It is obvious that, unless

women and children are to beg their bread in this Colony while their husbands and fathers are absent on military service, proper provision will have to be made for their support. The only practicable method, it seems to us, is to fix a uniform scale of separation allowances to which every dependent will be entitled as a matter of course.

Any attempt at individual treatment will savour too much of charity and result in invidious distinctions which will give rise to dissatisfaction. At the same time, the question of insuring those who go to the Front, deserves consideration, if it be only to provide funds for the repatriation of the widowed and fatherless when the war is over. No doubt the inquiries which the Government have been making "in more than one direction" have furnished them with precedents for this.

We are convinced that the Colony will wish to show its patriotism in a tangible form by relieving, as far as possible, the men who go forth to represent it on the battlefield of anxiety for those who are nearest and dearest to them. The local Treasury is overflowing, but even if this were not the case, the number of eligible married men who can be spared is not likely to be so formidable that the Colony need be deterred from doing its duty by consideration of the cost.

In addition to this and the other points upon which, as we suggested last week, the Bill requires amendment, we observe, on reading through the text of the measure again, that Section 5 says: "It shall be lawful for the proper authority to order any male British subject to attend before the Tribunal." The same phraseology occurs also in Section 11 relating to medical examination. Now the "proper authority" means some person appointed by the Governor, who alone will have control over him. We do not doubt for a moment that his duties would be discharged with strict impartiality, but it is desirable in such a matter as this to guard against even a suspicion of favouritism, and, therefore, it seems to us, either the Executive or Legislative Council should determine the class to be called up, and that the "proper authority" should be bound to call up every man in that class. We imagine that His Excellency would be glad to be relieved of this responsibility, for already he is charged with the difficult task of appointing a representative Tribunal that shall command public confidence.

The opinion has been freely expressed that no member of the Executive Council should sit upon the Tribunal, as that would tend to prejudice appeals. A still more important consideration appears, however, to have been overlooked. It is this. The Executive Council consists of nine members, only two of whom are unofficial, and, therefore, as the Military Authorities have the right of appeal to it against the decision of the Tribunal whenever they see fit, the protection which it is sought to afford to "essential trade interests" by the "substantial commercial majority" which the Tribunal is to contain, according to the cable sent to the Secretary of State for the Colonies, becomes, in effect, illusory.

Sir Charles Eliot left by the Korea Maru on Monday.

Kobe, Yokohama, Tokio, and Hankow are the latest converts to the Tank Week idea.

Captain G. C. Dell Clarke, M.C., son of Mr. and Mrs. G. Dell Clarke, of Kobe, has been promoted Senior Flight Commander of the 85th Squadron, R.F.C.

The following cases of communicable diseases were notified in the Colony on Saturday, Sunday and Monday:—Cerebro-spinal fever, 7 (3 deaths); bubonic plague, 2 (1 death); diphtheria, 2 (2 deaths); enteric fever, 2 (2 deaths). All the sufferers were Chinese.

The proprietor of a jeweller's shop at 72, Queen's Road Central has reported to the Police that between 10 p.m. on the 2nd instant and 4 a.m. on the 3rd instant some person entered his shop, and, after forcing the iron bars of the back door, stole money and jewellery to the value of \$559.

The sum of \$106.65 has been received by the Hon. Treasurer of the War Charities Fund for the Red Cross Fund. This sum (at exchange \$6.10) represents \$106.65 (Australian notes) collected by Mr. H. E. Goldsmith from the passengers of the s.s. *Tango Maru* on the voyage from Australia.

The Tennis Tournament is again postponed owing to the weather.

The late Mr. Joseph Sassoon Sassoon, M.A., J.P., Ashley Park, Walton-on-Thames, a son of the late Sassoon David Sassoon, has left unsettled property of the gross value of £43,477.

At a recent meeting of the Council of the Royal Colonial Institute Messrs. James B. Chapman, Frederick J. Gellion, A.M.I.E., the Hon. Percy H. Holyoak, and Francis A. Wells, of Hongkong, were elected Fellows.

A Chinese man, 29 years of age, of 438, Shanghai Street, has been sent to the Government Civil Hospital, suffering from a serious stab wound in the abdomen. He was found by the Police at the rear of a makeshift theatre in Yumai.

The European members of the General Committee of the Hongkong War Charities is summoned for Friday evening to consider a suggestion for the stimulation of regular subscriptions by inviting the co-operation of the British Clubs in the Colony.

A service flag bearing fifty-three stars, including three gold stars for men killed in service, was raised over the Standard Oil Company's offices at Shanghai on Memorial Day. The fifty-three honour marks stand for forty British, twelve Americans and one Frenchman, former employees of the Company, who have gone to the war. The three men who have given their lives in battle are Mr. L. A. Dufour, who was twice decorated; Mr. W. Hamill, and Mr. J. R. Boyd.

Major Alan H. Burgoyne, M.P. for North Kensington, who has been travelling in the Far East in connection with his military duties, in a recent letter, speaks of his cordial reception at several places and ports in China. He narrates that while in Manila a trip was made to Laguna. "We passed through some extraordinary fine jungle on the road, and also many native villages. I was interested to see miles from any white man's habitation, and in a village which could certainly not have had 10 pesos of money between the whole of the inhabitants, a notice stuck up on a wooden pillar, 'Grow your own food and help the Allies'."

There has been a good deal of tree felling throughout Great Britain necessitated by the war's requirements. A certain amount of disfigurement to the scenery is naturally wrought, and some people have become indignant at the sacrifice of trees at Leith Hill. This brought a spirited reply from "Pro Patria" that a few trees did not matter at this time of trial to the country. Lady Lugard thereupon says that, while all are ready to give everything that is needed for the quicker winning of the war, she thinks it not unpatriotic to plead for order in the taking, and to endeavour to protect as much as possible the beauty of that England for whose honour our men are so splendidly fighting.

Lieutenant-Colonel Skinner, Raymond Sebastian, M.C., commanding a battalion of the Oxford and Bucks L.I., died abroad on March 27th of wounds received in the night of March 23rd-24th, in his 32nd year. He was practising as a barrister at Shanghai with the firm of Platt, Macleod & Co., and returned to England when the war broke out. He was adjutant of his battalion for nearly two years, after which he was appointed to the command. He was twice mentioned in dispatches. One of his officers writes: "A braver man or one more deeply loved both by officers and men would be hard to find. It was an inspiration to be with him, and in action his fearlessness and cheery manner gave confidence to all."

DISTURBANCE AT WEST POINT GOVERNMENT COOLIE CHARGED.

At the Hongkong Magistracy, yesterday, before Mr. E. D. C. Wolfe, a coolie en route for Mesopotamia was charged with refusing to pay his tram-car fare and creating a disturbance.

It appeared that defendant refused to pay his fare when it was demanded by the tram-car conductor and a row ensued. When the car reached West Point, defendant created a disturbance, bringing a large crowd together. The Police arrested him, otherwise the trouble might have assumed a serious aspect.

Mr. E. D. C. Wolfe, in fining defendant \$7, with the alternative of seven days' hard labour, said that, but for the fact that the Secretary for Chinese Affairs desired defendant to proceed on his journey along with the other Government coolies, he would have sent him to a fine. These disturbances were getting worse, were becoming frequent and were very serious.

THE WAR.

Franco-Belgian Front.

EARLIER CABLES.
[THROUGH REUTER'S AGENCY.]

BRITISH FRONT.

LINE ADVANCED SLIGHTLY.

LONDON, June 3rd.
12.45 p.m.

Field-Marshal Sir Douglas Haig reports:—We carried out successful operations in the neighbourhoods of Vieux Berguin and Merris, and advanced our line slightly at these points. We captured 193 prisoners, a number of machine-guns and trench-mortars. Our casualties were light.

We successfully raided south-eastward of Arras, north-westward of Lens, and westward of Merville. We captured 20 prisoners, three machine-guns and a trench-mortar.

We repulsed raiders southward of Villers-Bretonneux.

LATEST CABLES.

FRENCH FRONT.

ENEMY ATTACK SHATTERED.

PARIS, June 3rd.

A communiqué states:—We continued our counter-attack last evening on the whole front between the Oureq and the Marne and advanced at various points.

A violent enemy attack on both sides of the Chateau-Thierry-Paris road was shattered by our fire south-east of Bouyn-sches.

We maintained our positions everywhere else.

The enemy losses in these actions were heavy. We took 100 prisoners.

EARLIER CABLES.

FRENCH RECAPTURE POSITIONS.

PARIS, June 5th.

A communiqué states:—The battle has continued, especially north of the Oureq to the Marne, where the enemy have made their main efforts.

Our troops have withstood the shock of the enemy forces with obstinate bravery.

The enemy succeeded in regaining possession of Faveroles, but the attacks at Corcy and Troesnes failed.

Our attacks west of Neuilly St Pont drove back the enemy on Passy-en-Valois.

We re-took Hill 163, immediately west of Passy-en-Valois, after desperate fighting.

Further south of the Corey-Bourneches front two successive enemy attacks broke down.

On our right we recaptured Champlata and gained ground in the direction of Ville-en-Tardenois.

The situation elsewhere is unchanged.

General.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

AFFAIRS IN RUSSIA.

GREAT COUNTER-REVOLUTIONARY PLOT.

LONDON, June 3rd.

The Press Bureau announces that a Russian wireless message says that the Executive of the Soviets decided on May 29th to compulsorily call to arms workmen and the poorer peasants in the Petrograd, Moscow, Kuban and Don regions.

It has declared martial-law at Moscow and ordered wholesale arrests of counter-revolutionaries and vigorous anti-Press measures.

The message says that a great counter-revolutionary plot, supported by foreign capital, has been discovered in Moscow and Petrograd, which is ramifying Russia. The plot was responsible for the mutiny of the Tschechoslovak Corps which captured railway junctions and lines.

Large owners in other regions are mobilising the richer peasants to resist the commandeering of flour. Agents in the cities, including the starving masses, are against the Soviets. Depots of flour in Kuban and Don are menaced by a counter-revolutionary band which hopes to provoke foreign intervention. The Soviet is confident that the calling up of the starving people in the industrial and corn-growing provinces will frustrate the plot.

CORRESPONDENCE.

THE CONSCRIPTION BILL.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Your correspondent "Practical Man No. 2" writes, "They (the wives of the public servants who were recently sent to the front) are receiving the wages and pay of their husbands from the public funds of the Colony, or from public money anyhow."

Can your correspondent prove this statement, or will any other reader support it with confirmatory evidence? Because, if so, it will form a powerful lever for squeezing an adequate allowance out of the Government for the conscript's wife.

Will "Practical Man No. 2" explain which are "the other places in the Empire" which have provided amply for the wives of the men who no longer have a monthly cheque to hand them, and can he say what the amount provided is based on?

This latter would form a good precedent to hold before our Government, and might assist them in making a decision.—Yours faithfully,

PLEBIS.

Hongkong, 4th June, 1918.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—In continuation of my letter appearing in your issue of the 4th inst., I should like to ask "A Practical Man" whether it would not be a good plan to wait upon the Government and give them ideas as to what should be done in this matter of separation allowance. Perhaps they are at a loss to express themselves in suitable terms, and would welcome the new ideas we could give them.

In any case we must do it now, and not wait till we are enrolled as soldiers, for then we shall get very little chance of being deputed ourselves or of deputing anyone else to do it for us.

All we require is a fair number of married men to form a strong backing and the thing is as good as done.

We may, of course, be told to call some other time, but what of that?

Deputations of far less importance are being made to various Governments in different parts of the world every day of the week, and even if those forming the deputation are not, after all, sent to the front themselves, they, at any rate, will be doing a good turn for those who will be.—Yours faithfully,

"PRACTICAL MAN NO. 2"

Hongkong, June 4th.

"Another Practical Man" was represented in our yesterday's issue as advocating the construction of wonder ships in this Colony. "Wonder" was a misprint for "wooden."

THE TRADITION OF THE SEA.

CAPTAIN WHO GAVE HIS LIFE FOR HIS MEN.

British sea traditions were heroically upheld by Captain E. Williams and nine members of the crew of the 5,000-ton British steamship *Miguel de Larrinaga*, who volunteered to perish in order that others might live when the vessel foundered in mid-ocean on February 6th. Survivors state that the captain, rather than overcrowd the lifeboats containing twenty-seven men, announced his decision to stick to his ship, which was fast sinking. He called for nine volunteers to stay with him and make the boats safe for the others.

Two of his officers, a gunner, and six seamen lined up beside him, and declared they were willing to take a chance of being rescued before the ship sank.

A British warship sighted the vessel, and boats were launched, but the fury of a hurricane made it impossible to take off the ten men, who for forty hours clung to the half-submerged ship, knocked about and pounded by heavy seas.

The gallant ten at intervals during the night sent up rockets to encourage the rescuers, but the signals ceased after 3 a.m. At daybreak only patches of wreckage marked the spot where they had gone down.

The *Miguel de Larrinaga*, formerly a Spanish steamship, was in the service of the British Government, and left Newport News, Virginia, late in January for a French port.

GERMAN SABOTAGE AT GENOA.

The Military Tribunal at Genoa recently sentenced four Germans, Hauptmann, Koenigsheim, Martin, and Hess, to be shot in the back, Locker to fifteen years' imprisonment, Samwell to ten years', woman, Frieda, Lubenthal, to twenty years', and Conrad Dix to ten years'. All the accused were employed in the Genoa Electrical Works, and were guilty of sabotage, with the object of stopping the supply of current to factories engaged on war work. They also acted as spies. The four men sentenced to death managed to escape before the trial.

OUR LONDON LETTER.

[FROM OUR OWN CORRESPONDENT.]

FINDING THE MEN FOR THE WAR.

THE MORILLISATION OF THE MIDDLE AGED.

LONDON, April 8th.

The new Man Power Bill is the characteristic British answer to the German bid for world-power. It is also the inevitable outcome of the terrific fighting on the Western front. It means that, as in the old days against Napoleon, England is determined to resist to the last man and the last shilling the challenge of Kaiserdom for world dominion. The age-limit is to be raised for military service to 50 years, and in special cases to 55, so as to bring in doctors and others with special technical knowledge. That, in its essence, is the meaning of the latest call upon the country.

SERIOUS SETBACK.

When everything that the picturesque writers of war correspondence can say about the events of the past three weeks has been said (and, of course, you have read all that) the fact remains, and may as well be frankly admitted, that the British and Allied armies have been pushed back since March 21st to date a distance of something like forty miles.

All the talk about the German losses—and undoubtedly they have been appalling—does not alter the fact that the enemy has come on and that he believes himself in a position to come still further. Never before has it been shown with what cynical indifference the governing classes in Germany regard the people as mere "cannon-fodder." What is important for us to bear in mind is that they evidently think it worth while to pay the price they are made to pay in order to advance. Their object is well known: It is to divide and destroy the Allied armies in the field, to seize Amiens, and thereby cut communications between the Channel and Paris by direct route.

If they succeed many things may happen which it is not desirable to discuss now. An intelligent perusal of the map will tell more than volumes of printed articles. And so we come to the present position, and the call for men up to 50 for military service. As to this there will be the usual shriek of the Pacifist Press and from the Irish in Parliament; but there is not one serious-minded man in this country to-day who does not realise we are fighting for our very existence as a nation, and, furthermore, unless we emerge victorious from the struggle the Germans will dominate not merely Europe but the world.

THE AWAKENING.

The historians of the future, writing in the light of accumulated knowledge, will apportion praise or blame to the War Cabinet for delaying until now the mobilisation of the whole man-power of the nation. But it is always easy to be wise after the event. Where are all the knowing ones in the Press, in Parliament, in the Army, in the London Club, in Society (and out of it) who prophesied two years ago that the Germans were already beaten, and that it was only a question of a few months until they were crumpled up like a battered concertina?

If it had not been for the Russian military débâcle and subsequent internal chaos we should have had the Germans flying peace kites to-day instead of attacking with every conscript they are able to put into the firing-line—the youth of eighteen as well as the man of fifty-five. But Russia went down, and hence the present predicament of the Allies—and hence, also, the fresh sacrifices (and there will be many more to follow) that the country and the Empire are called upon to bear.

Happily, the nation is at one in this crisis of its fate. The peril which confronts us is fully realised. We are drawn together as we were in the black weeks at the beginning of the war while our "Old Contemptibles" were falling back from Mons to the Marne; but there is now this notable difference—that the wild enthusiasm of those days has given place to a reasoned appreciation of our peril, and every man and woman is bracing himself and herself to meet a more formidable onslaught. And on this point let me say that it is with pride and pleasure that we in England feel that we have the whole Empire with us to the death, and that every man who can come over and play a man's part will rally to the support of the Mother Country in this hour of supreme danger.

(Continued at foot of next column.)

ELECTRIC CANNON.

GERMAN FORECAST AND THE FLYING TRAIN.

In connection with the long-range bombardment of Paris, it is interesting to recall that in November, 1914, the *Deutsche Tageszeitung*, of Berlin, gave remarkable details of an electric gun which it was claimed would throw a shell over a thousand miles if necessary. The *Deutsche Tageszeitung* said:—

"In 1905 Professor Birkeland, of Christiania, conducted some interesting experiments with an electric gun. The projectile to be used should be in the form of a 10-inch iron bar, 2.40in. in diameter. By means of an electric wire a current of 2,300 amperes is applied for one-tenth of a second. This process, which will not injure the wire in any way, will concentrate a tremendous power on the iron projectile, which will acquire an initial velocity of 2,300ft. per second. With such electric cannon the distance measurements and the volume of the applied power may be extended at will, so that not only will it be an easy matter to fire across the Channel, but even a distance of 1,000 miles."

Professor Birkeland's idea was apparently similar to the process adopted by M. Emile Bachelet in connection with the propulsion of his flying train, which was first brought to the attention of Britons in May, 1914.

This train, which might equally well have been a shell, travelled through space without visible means of support either above or below. At the wizard touch of an electric switch it was away like a flash, scouring distance at the terrific speed of 300 miles an hour, and defying all the laws of gravity.

EXPLAINED.

The explanation of the system under which the air train, or, as it might have been, air torpedo, was made to perform its marvellous work was this:—M. Bachelet discovered that certain metals offered a retarding influence to the magnetic force flowing from an electric coil energized by an alternating current. This retarding influence set up "eddy currents," which cause the reverse of magnetic attraction—namely, magnetic repulsion.

In other words the effect of a magnetic coil on certain metals is to repel instead of attract them. "One of these metals is aluminium, and the effect of magnetic electricity on aluminium was the great factor in the propulsion of the air train."

The cars of the train when stationary rested on a track below which at intervals of two feet were electric coils arranged to deliver the magnetic lines of force against the resisting aluminium of the car.

As soon as the electric influence was set in motion the coils, instead of attracting the car, pushed it away, with the result that the car was immediately raised and held suspended in the air clear of the track.

At intervals of 25ft. along the track were placed solenoids, or pulling magnets, shaped like a funnel. The car passed through these solenoids, which were automatically energized in succession, thus acting as a continual magnet to draw the train along. Many of those who witnessed the flying train demonstrations were struck by the tremendous possibilities of this mode of propulsion in the science of artillery fire on the battlefield.

A gun constructed on the Bachelet system would need to be at least 300ft. long to fire seventy-five miles. It would be simple to construct, and would require only 300-h.p. of electricity to fire it. No firing would be necessary, and the projectiles would be winged with a muzzle velocity of five miles a second.

THE WAR MEMORIAL.

There is something curiously reassuring in the fact that while the greatest battle in history is in progress we are over the time and inclination to wrangle over the fate of the proposed war memorial in London. A nation which can do this sort of thing is not likely to go down the proper place is Hyde Park near the Serpentine, "the vortex of which would add to the architectural effect." But everybody is not vastly impressed with the idea, for we have no desire to alter the present beauties of the great pleasure ground of the Metropolis by the erection of a museum there. A pile of masonry to cost a million pounds would scarcely enhance the amenities of the Serpentine. Another site suggested is close to the new County Council buildings that stand half finished below Westminster Bridge on the south side of the river. Anyway, wherever it is erected the war memorial will enshrine everything of permanent interest or value connected with Armageddon, and be the Mecca alike of the historian, the military expert, the student, and the tourist of the years to come.

NEW UNIFORM FOR ALLEMAN.

The shop windows are displaying the new cap of the Royal Air Force. It is all respects like the cap worn by Naval officers, but has a black mohair band. The badge in front is garlanded by a crowd, and underneath is an eagle (not the spread-eagle variety) with outstretched wings. A noticeable departure is that the badges of rank are shown on the cap in the form of small vertical "slips" of metal on either side of the crown. The colour of the uniform of the Air Service has also been changed from khaki to light blue; and altogether the members of the force when duly equipped will look what they are beyond all question and in common consent the smartest corps in the fighting forces of the Empire.—H.B.

CROSSING OF THE JORDAN.

Mr. W. T. Massey writes, in a despatch from Palestine dated March 26th:—

In spite of many difficulties the British troops have forced the passage of the Jordan and occupied Es Salt, 25 miles from the river banks, on the anniversary of the first battle of Gaza. General Allenby's Army marches from one success to another, and this latest of the series of brilliant operations is one of the finest tributes to the moral and efficiency of his troops.

In ordinary circumstances the task of bridging the Jordan during winter would be one of considerable magnitude, but the rainfall during March has been exceptionally heavy and has filled the river with a swift-flowing torrent. The Jordan had overflowed its banks, and the ground at its mouth had become so waterlogged that animals could not move. This necessitated a postponement of the crossing.

It was intended that the main crossing should be at Ghoraniyeh, east of Jericho, where the Turks destroyed the bridge soon after we occupied the town on the plain. Ghoraniyeh is in the middle of one of the many bends of the Jordan. On Friday morning three of the strongest swimmers of the Londoners tried to breast the current which tumbled past them, but they found it too strong. A punt was no sooner put into the stream than it was torn from the hands of the engineers launching it. It was obvious that the force of the stream would make it impossible to throw a bridge across at Ghoraniyeh that night, and it was extremely doubtful whether sufficient numbers of infantry could be ferried over even if a taut line were made fast to the banks.

FIRST MEN ACROSS.

The General, therefore, decided to alter his plans so as to make the main crossing at Mahader, Hajlah, four miles lower down, where the pilgrims' road to the Jordan ends. Here the river banks are less tortuous, but this was Hajlah's only advantage. The banks are thickly clothed in trees and undergrowth right down to the water's edge. The left bank, after several hundred yards' width of jungle, rises tier upon tier for a considerable distance to the east, fortified by the Turks.

The troops moved down the Wadi Kelt (Valley of Achor) and sheltered in broken ground near the river bank, while an officer and six men swam the river, towing a rope behind them. Sternly battling with the current, they reached the left bank and began hauling across light rafts with men. The Turks lighted scrub fires, which illuminated the surface of the river. Boatloads had to be tugged over in the face of considerable fast. Three hundred men were over by daylight, though the engineers had to carry material down precipitous banks. The work, which throughout was very heavy, was completed by a barrel bridge soon after 8 o'clock. By that time the remainder of the troops had been ferried across, but the nature of the ground prevented them from forming more than a very narrow bridgehead, 200 yards wide and not more than 200 yards from the bank. Paths had to be cut through the jungle before a man could move. In front of us were nests of machine-guns, and beyond a belt of wood were dunes where Turks lay entrenched. Over the dunes were low hills sheltering a well-armed enemy.

Two of our mountain batteries kept down the Turks' fire to a minimum, but, with all the advantages in favour of the defence, no further progress could be made during the day. The men lay out under a hot sun, 1,200ft. below sea level.

WIDENING THE BRIDGEHEAD.

It was resolved to try to widen the bridgehead at night. Soon after midnight on Friday a determined assault was made by our troops through the thorn bushes and trees to a depth of a thousand yards, the flanks being extended till they formed a bridgehead 1,600 yards wide. Meanwhile the engineers had been constructing a steel pontoon bridge under considerable shell and rifle fire, and we were able to get over an entire mounted regiment by dawn.

The cavalry, moving silently up the left bank and over the cliffs, suddenly emerged on the plain, over which they galloped towards Ghoraniyeh, riding down and capturing 70 Turks and some machine-guns, and making the enemy opposite Hajlah foot it as hard as he could. The Turks suffered a number of casualties in getting away. Another mounted regiment was got across at Hajlah and scouted eastward less swiftly.

As the stream became less swift, bridges were built, and the Ghoraniyeh passage of the river was assured in two places. We had kept the Turks completely in the dark as to the spot where the main crossing was to be effected. In the Ajlun district reconnoitring troops found the Mandel ford impassable, but their presence there served to keep the Turks mystified. The enemy tried to attack them, but was beaten off with loss.

VOLUNTEERS' EXPLOIT.

Another excellent piece of work was done south. It was decided to threaten the Turks' flank at Hajlah, and two officers and 45 men volunteered to make a march from the Jordan's mouth straight up the left bank of the river. This little party, popularly called "Société Anonyme Maritime," was rowed across the Dead Sea in the dark and landed east of the Jordan. They had an Arab guide with them, but he was lost in the darkness. However, the young officer pushed on and made his way towards the ford and attacked a small enemy post, taking prisoners, but finding between him and the ford a much superior force of the enemy, he hid the party till he could effect communication with the body at Hajlah. This he did early on Saturday morning. More infantry and cavalry got across during the day, and on Sunday strong attacks were made on the enemy.

(Continued at foot of next column.)

PRE-WAR CONTRACTS.

INTERNATIONAL ACTION SUGGESTED.

The report of the Committee appointed by the Board of Trade to consider the position of British manufacturers and merchants in respect of pre-war contracts, under the chairmanship of Lord Buckmaster, states that, in addition to hearing 46 witnesses, the Committee were supplied with written answers to a set of questions, the material obtained covering about 600 contracts and showing that the extent of the interference with trade conditions is widespread, so that unless goodwill and forbearance are shown by parties who will have the right to claim damages grave difficulties may arise.

Of the contracts within the terms of reference, approximately half were between British subjects, both of whom traded in the United Kingdom, and half were between a British subject or firm and another party in an Allied or neutral country. Though their inquiry has revealed the existence of many cases of difficulty, the Committee, as a whole, are surprised that they are not still more numerous and more uniformly distributed.

The Committee do not recommend the cancellation of pre-war contracts. They point out that many of the contracts are made with persons who are not British subjects, and cancellation might prove disastrous to British credit, the maintenance of which is essential to secure rapid and complete resumption after the war. They feel that the sanctity of contract has been in the past the mainstay of British credit, and that anything likely to impair that credit is jealously to be avoided. The Committee hold the view strongly that no isolated legislation by any single country can rescue international commercial relations from the confusion into which they have been thrown by the war. Some common basis therefore, for settling the difficulties should be established as soon as possible by the various Governments. If, in regard to foreigners, some form of international convention, or, in regard to the rest of the Empire, some form of Imperial agreement, could provide for a scheme for the mutual adjustment or modification of contracts, the grounds of their objection would disappear. The Committee are unable to recommend further legislative interference with home contracts in the absence of more convincing evidence that the existing law has been tried and has failed.

They do not recommend that compensation should be granted out of Government funds, except where loss is due to direct interference by the Government. In certain of such cases the Committee think that some allowance might reasonably be made, but that it should be strictly in the form of indemnity, and not in that of compensation. No payment for loss of profit should be paid out of the public purse.

HUMAN CREDULITY.

The credulity of the average person is amazing. At least half a dozen people have assured me (writes a correspondent to the *Daily Chronicle*) that the war is going to end in February. Asked for their reasons they reply, "It says so in the Bible." The source of their knowledge is the Book of Revelation, in which a statement is made about certain Beast whose number is 666. This Beast, the sum and substance of all that is evil, is proved by an ingenious calculation to be the Kaiser. He could equally well be proved to be anybody else. At any rate he is to be overthrown on the legendary field of Armageddon in forty and two months. Dating from August, 1914, the forty-second month—the end of the tyrant's tether—falls on February, 1918. It says something for the fertile imagination of the person who first concocted this war prophecy that he has been able to convince a great number of people of its authenticity, people, too, who do not appear to rely in any measure on the Bible in their ethical or spiritual difficulties, and would probably say their heads in disdain at the idea of, say, the miracles chronicled in the same Testament.

positions. There was keen fighting at several places, but our troops were irresistible.

Near Shunt Nimrin some Lewis gunners and riflemen crept towards a battery which was shelling our troops, killed some gunners and drivers, put the remainder to flight, and captured four guns.

As the enemy, including Germans, were retiring up the Es Salt road with transport, our airmen dropped nearly three-quarters of a ton of bombs on them, making a number of direct hits, and came down and with their machine-guns scattered the Turks. At the foothills the infantry captured about 40 Germans, including officers.

WEATHER TROUBLES.

On Sunday night the weather broke, hampering wheeled traffic, and only pack transport could move. But the troops triumphed over all adverse conditions. With cavalry on both flanks, the troops made their way through the foothills into mountains over 3,000ft. above the level of the Jordan, beating down all opposition. Some went up the metalled road towards Es Salt, others climbed the trackless surface of barren hills. All were wet, most of them sustaining their selves on the rations they carried, and in the evening our outposts were only 1,000 yards from Es Salt. The hills were then covered with a thick, damp mist. We halted till dawn.

To-day some of us were reminded of a morning a year ago when a thick sea fog denied us victory at Gaza. However, the elements were not permitted to interfere with progress to-day, and as the sun was over the mountains of Moab our splendid boys captured Es Salt and the surrounding heights and inflicted a heavy blow upon the Turks and their German allies.

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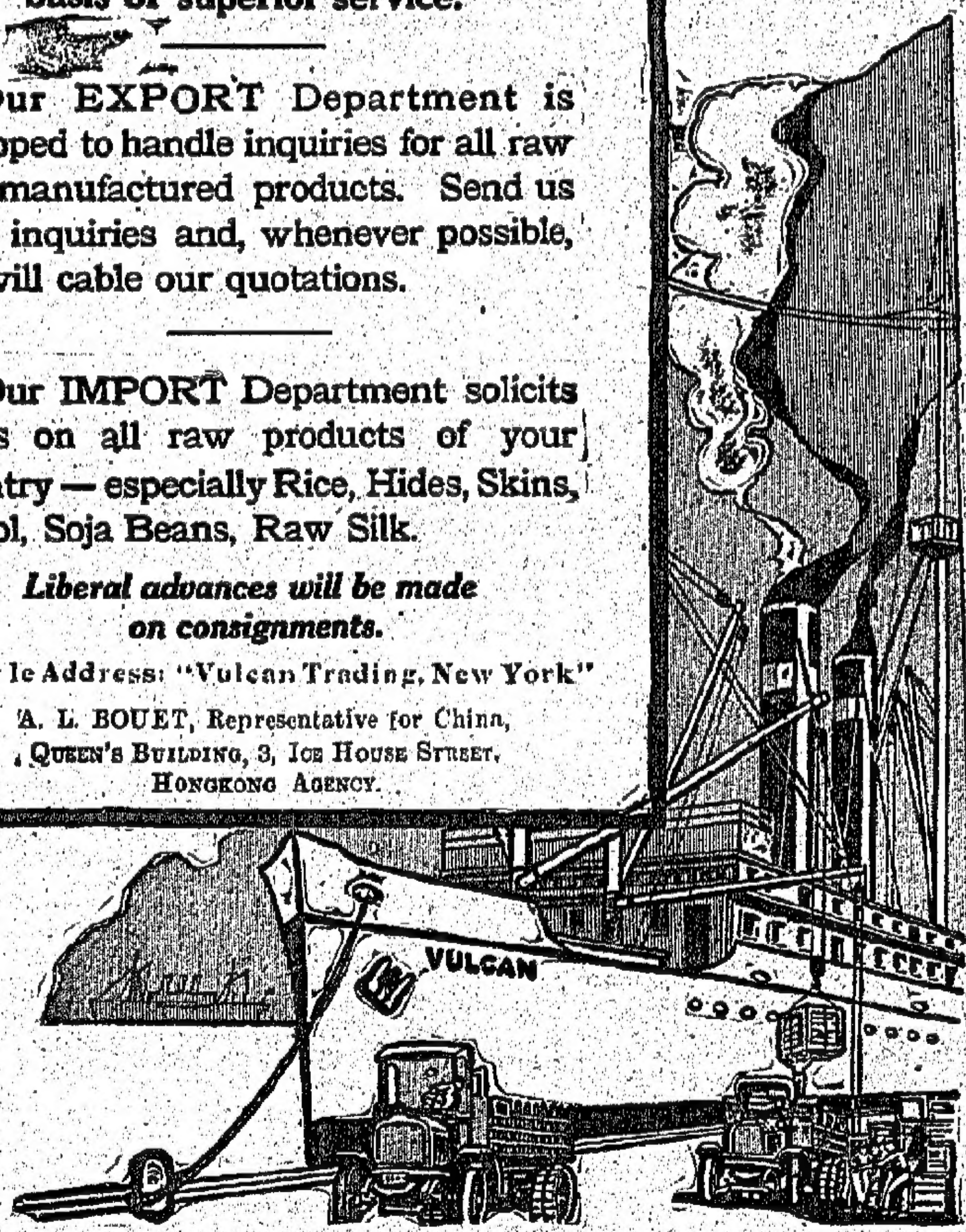
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LAND OF DESOLATION. IMPRESSIONS OF A TOUR IN FRANCE. HEARTRENDING TALES.

The Princess di Poggio-Suana writing in *The World* says:—
We are now in the land of desolation. Many villages were damaged by the battle, some willfully mutilated by the retreating Germans. Others that had not been in the hands of the enemy, nor in the battle line, are still shelled by the airplanes, for enemy aviators seem to delight in destroying homes. This form of destruction is most trying to the people's nerves, as the bombardment sometimes lasts several hours and far into the night. The houses gone, the families scattered, the fields neglected, this is the same sad sight we see on all sides. In the Meuse as in the Somme, where I was recently, are desolation and destruction of every kind. I have always loved the country, and do not know a more heartrending sight than fields once so cultivated now overgrown with thistles.

What is needed above all are dry roofs for themselves and their crops. A poor woman told us her cow was ill because the hay she gathered had gone bad. At headquarters we were received by General Guillaumat, and it was arranged that we are to go on to Verdun. As we still had a few hours of daylight, he advised us to see Clermont-en-Argonne. This is situated in perhaps one of the prettiest spots of the Meuse; it is partially destroyed. Its lovely church, situated on a hill, classed as a national monument owing to the beauty of its Gothic sculptures, is a lovely ruin. Colonel Lejeune, who showed us this, advised us to call on Sister Gabrielle Rosnet, the heroine of Clermont, and hear her experience with the Germans during their occupation of Clermont.

We went to see the sister at her hospital in Froidos, where she is nursing contagious cases. Very small and simple she is, under her white cornette, her breast rest the Croix de Guerre and the emblem of the Legion d'Honneur. We were at once under the spell of her honest, kind, straightforward eyes.

"My experience with the Germans," she said, "was not a pleasant one." She told how they arrived preceded by a reputation for brutality that made all fly before them. For it was the army of the too notorious Kronprinz. She would also have left had she not had charge of 40 old and infirm souls and some poor refugees with sick children, who could not be moved. She received the officers in her polite and dignified manner.

The barrel of a pistol was put at her throat, she says, surely over 400 times during their courteous way of proceeding each time they gave an order. Why she was not killed she does not understand, for she witnessed more than one execution in the courtyard of her hospital, for much less provocation than she had given. I suppose they needed her and the two nuns who remained with her to tend their wounded, for that is what they did during those ghastly 17 days.

She told me of many atrocities she had learned from the victims. These I will omit out of decency, but you and the world must know what happened to twenty-five wounded soldiers in the village of Clermont-en-Argonne. Among the wounded Germans one had a conscience. He told the sister he knew of twenty-five wounded French soldiers who were locked up in a house in the village, and were to be shot the next day. She asked the reason. "Because they were so gangrened that an epidemic might result," was the reply.

In a moment Sister Gabrielle was before the German colonel, and charged him with what she had learned. The interview must have been tragic. The revolver at her neck, yet she was determined, and gained her point. Finally the key was given to her, and she rushed to the rescue of those poor children of France.

For ten days twenty-five wounded men had not had a drop of water pass their parched lips, had not had their wounds looked at, nor received attendance of any sort. They all died.

Sister Gabrielle pointed to her desk, where slips of paper were spread, and on each a flower. "I have been to-day to visit those graves. Pauvre petite! I am sending these to their mothers. May they never know what way their children died!"

We left Mussy and our kind hostesses early in the morning.

The roads are splendid, the order perfect, and we are gaining a feeling of security, although we can hear the firing of our guns.

One comes suddenly into Verdun close to the citadel, and a wave of strong emotion takes hold of me as Lieutenant Gasquet says: "Now we enter the gates of Verdun."

This day has been one of those that count in a lifetime—the rumbling of the artillery, the entrance into the long galleries of the citadel, the movement and life going on under the surface of the earth. We must be twenty yards underground, and we visit with keen interest all these wonderful and complicated passages.

It would be useless and pretentious for me to try to describe what we now saw. Others have written of that region. I feel as if I had been suddenly transported into a Dantesque dream, where every movement of the atmosphere murmured words of woes untold.

One has the feeling of being at the border of the Valley of Death. All is bare before us.

We walk through deep mud; what we are treading is sacred ground which has absorbed French manhood—more noble men have given their lives here in defence of their country than ever before in the history of this world sacrificed themselves for an ideal, and my heart is very heavy.

We turn down towards Verdun, for the hours have gone quickly. A wonderful vision meets our eyes—Verdun standing in the evening mist, with the towers of its Cathedral still proudly looking up. The German shells are now falling on the martyr city, and the crimson setting sun, behind the town, seems to cry out that so much has been sacrificed there that nature is surfeited with the sacrifice.

Yet Verdun stands, every building struck, all its inmates gone, like the proud sentry of our civilisation gloriously calling out to the foe: "On ne passe pas!"

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[33]

WHAT IS STRATEGY?

[BY AN OFFICER OF HIGH RANK.]

The British public is generally supposed to accept most of its facts and many of its opinions from the daily Press, which, as someone remarked, is a welcome member of every British breakfast-table, and it must honestly be confessed that this weakness, if weakness it can be called, is shared by the present writer.

There are, however, limits to one's power of assimilating such instruction, and mine were abruptly reached when not long ago I happened to read in a leading article the didactic assertion that the whole art of war had changed, no completely since a certain day in August, 1914; that the military knowledge and experience previously acquired was no longer of appreciable value; and that this condition applied not only to tactics but to strategy also.

In the ordinary way the sting of this assertion would probably have been relieved by the strenuous routine of a soldier's war work, but, as it happened, leisure had just been thrust upon me, and the disagreeable impression could not be worked off that perhaps much of one's life had been wasted in trying to follow Napoleon's precept that one should read and read again the campaigns of various military heroes, and try to follow their example and practice.

It was useless to attempt to argue with oneself that Nelson's tactics at the battle of the Nile had been censured by contemporary writers, and that Wellington's operations were the object of much criticism. One remembered that after the South African war it has been emphatically stated that the sword and bayonet had taken their place in the museum with steel helmets and breastplates, and would in future be regarded as curiosities and not as weapons of war. There had also been a strong Press campaign against the short rifle and its short bayonet.

But these recollections brought no real consolation, for habit asserted itself and it was difficult to believe that a leading article could be mistaken.

A further difficulty also arose in that troublesome doubts kept recurring as to the exact meaning of the word strategy, for evidently if strategy—modern strategy—was really a new art since 1914, all previous definitions and practice must be null and void.

It would be of no avail, then, to turn to the "musty aphorisms" of Clausewitz for information, and, besides, he was German. Jomini, who was a Swiss, was equally out of court. Bonnal, Colin and Derrognax were certainly Frenchmen, but they were professionals and of the pre-1914 school, and the same applied to Hamley, Tovey and other British authors.

Since 1914 when the public began really to take an interest in war, the word strategy had been applied to so many military operations, great and small, that to extract a definition of its modern meaning would evidently present considerable difficulty.

One had read, for instance, in the newspapers of the fine strategy of some unit during a raid on the enemy's trenches, and of the strategic importance of capturing some battle or farm. If this was modern strategy one could readily understand that War Cabinets and Councils would quickly be overwhelmed in considering it, but these hardly seemed matters with which they ought to deal.

There was the story, too, of the young sailors and soldiers who were discussing the qualifications of a distinguished officer when one of them suddenly asked "But does he know much about strategy?" Of course, he does," rejoined another promptly, "why don't you know that he killed two men with his fists in Egypt?"

This train of thought naturally brought to mind the story of the defeated prize-fighter, who is said to have ascribed his defeat to the fact that his opponent hit him and kept on doing so; and the now discarded theories of the nineteenth century, hitting hard did not seem altogether a subject for prolonged discussion by a War Cabinet, could it be accepted as a satisfactory definition of all that modern strategy implies.

What, then, is modern strategy? It now occurred to me that the American General Forrest, one of the few not professional trained soldiers who attained high distinction in the American Civil War, when asked to explain the reason of his success, replied, "Well, I get there first with the most men."

Here, at last, was something free from the taint of professionalism, and, further, a definite statement of fact from the mouth of a successful leader. True, he was speaking of success in a campaign prior to 1914, but, even so, the statement seemed not unworthy of further consideration as a suitable definition of strategy.

General Forrest's first principle was evidently to get there first. But where? Apparently to the place where he could inflict most harm on the enemy, and where to do so would be most advantageous to his side.

This certainly seemed a very modern problem, quite worthy of consideration by any War Cabinet or Supreme War Council; and if one may judge from the various opinions expressed as to the time been publicly expressed as to the main objectives of British strategy, it was and is a problem of infinite difficulty.

As a great statesman is reported to have remarked to a distinguished general at the conclusion of a lecture on the importance of concentration of effort at the decisive point. This is very interesting, but what is the decisive point? Like the Shakespearean character one pauses for a reply.

General Forrest, however, made a point of getting there first. This getting there is obviously the first practical consideration, as it will be useless to fix on a decisive point unless the armies can reach it. To do so may, indeed, be far from easy, and there may be many cases when complete unanimity as to the decisive point has been unobtainable by consideration of the problem of getting there first.

Armies, and especially large modern armies, require a great deal of getting there, and cannot be moved as easily as flags on a map. This, perhaps, is not always understood, and a story is told of an able man of business who was firmly convinced that the British force besieging Kut would be relieved by Australian divisions who were marching across the desert from Egypt to Mesopotamia.

(Continued at foot of next column.)

STANDARDIZED AIRCRAFT.

GREAT ALLIED SCHEME.

During the latter part of March, under the aegis of the British Engineering Standards Committee, an inter-Allied conference on aircraft standardization, more especially in regard to materials, was opened in London, at the Institution of Civil Engineers, the delegates being welcomed officially by Mr. Winston Churchill.

Sir Maurice Fitzmaurice, after welcoming the delegates on behalf of the committee and the Institution of Civil Engineers, briefly explained that the standardization of the components of aircraft, and aircraft engines was being carried out by the committee as a war measure for the Department of Aircraft Production of the Ministry of Munitions, and that the necessary alterations in the committee's procedure to deal with this important development in their activities had been arranged for.

Mr. Churchill said he thought very little had in reality been lost, and, in some respects, much had been gained, by not entering upon a general scheme of standardization until sufficient experience had been accumulated to enable such standardization to reach its maximum effect. A too rigid standardization in the early stages of development undoubtedly tended to hamper progress and design. Considering the gloomy views taken by some people regarding the war, he felt that such people could have no real knowledge or appreciation of the importance and power of aircraft German resources were incomparably less than those of the Allies, who had the whole world to draw on, and by developing these resources remorselessly, it was certainly within the Allies' power to dictate a military destiny to their opponents.

Mr. F. G. Diffin, the Chairman of the American Commission, Colonel Dorand, the chief of the French Delegation, and Deputy Giuseppe Grassi, of the Italian Delegation, expressed the desire most cordially to co-operate in this work of standardization, which was fully recognized to be of the greatest value to production.

Sir William Weir, Director-General of Aircraft Production, said he had come to the conclusion that the best results would be achieved by carrying out standardization under the direct aegis and responsibility of the Engineering Standards Committee, as that body possessed a wealth of experience in the domain of standardization generally.

The conference has, it is understood, been eminently successful; and it has been, moreover, decided to recommend that permanent, authoritative committees be instituted in Great Britain, Canada, France, Italy, and the United States respectively, in order to maintain continuity of action and carry forward in the most efficient manner possible the work of co-ordination so auspiciously commenced by the Engineering Standards Committee for the time being, acting as the distributing centre of this permanent international organization.

When, however, the shipping and railway trains and other transport necessary to lift and move a mere million of men are taken into consideration, and also the transportation services to keep them in food and munitions when they are there, it does not require a very vivid imagination to realize that the problem of getting these must considerably alter the decision as to where the army is to get.

In a theme so bloody-fused as war, conjecture, expectation and surmise cannot be admitted in matters of this nature, and in regard to getting there it is technical opinion that should speak the last word of advice in a War Council. General Forrest, however, not only got there, but got there first. He knew the value of time! He got there first, clearly demands careful computation as to the time required to initiate and complete an operation, and also close calculation as to what the other side can and may undertake in the interval. It requires, further, adequate preparation for the stroke—preparation of food, of reinforcements, of hospitals, of roads and railways, and of the thousand requisites to get and keep an army in the field. And, above all, secrecy as to the objective is necessary, or the enemy may be first in the field.

These, again, are matters on which a War Cabinet before making its decisions must take the opinion of its military advisers, for they are not subjects in regard to which those who are not technically competent can speak with authority. To estimate the possibility of moving, perhaps, a million men by rail and road to a certain locality in a given time is no easy task.

Even a Division of some 20,000 men, with its transport, requires fifty or sixty railway trains, and an Army Corps of three Divisions occupies about fifty miles of railway when marching.

Lastly, it will seem to be the problems with which every nation is now mainly concerned. If this is the case, then the practice of strategy has not changed since 1914, and the only alteration is that some of the means of getting there are different—the same are more modern. Legs remain the same as ever, but large fast steamships, railways, motors, and aircraft are innovations.

Victory now, as was the case half a century ago when General Forrest gained his successes, will, in fact, probably come to the nation that can "get there first with the most men," and "hit hard and keep on doing so," and one may venture to think, therefore, that the writer of that leading article may have been mistaken.

At any rate I have consoled myself by thinking so.

(Continued at foot of next column.)

BATTLE STORIES FROM THE WEST FRONT.

THE STICKERS.

[BY "Z"]

"To be perfectly frank," said a young wounded officer who lay in a London Hospital, "I am very glad to have someone to talk to. When I came off the boat I did a foolish thing. As you see, I've been pretty well messed-up by a shell. Well, I thought it would vex my people terribly if they saw me in this condition, so I thought it would be better to stay in London rather than go North, where they would be visiting me every other day and worrying over me. Of course, the thing washed out at once, for they all came down in a body and stayed in London for a bit. I thought I could put up enough camouflage to make them think I was lightly damaged and fend them off till I got up to scratch again. Now they've gone back I feel rather lost."

"If you want me to tell you anything about fighting I shall have to think back for months—back to the show in November. This lot I've got is my second 'Blighty' and the funny thing about it is that it came right bang in the middle of an extraordinary quiet time. We were hanging on to a bit of the line, not fighting much, in fact none at all—just digging like blazes and wiring, consolidating our position generally. We sometimes had the excitement of a German raid or getting mixed up with the Germans when patrolling 'No-Man's-Land,' but that's pretty much in the day's work and nothing out of the ordinary. In a way, these encounters are a measure of the comparative abilities of our men and the German soldiers. Fritz cannot touch our fellows at any time, least of all in these encounters when personal and individual initiative counts most. Our boys always come out on top and usually bring in a German or so just to prove the fact. I often say that my own men are the finest men in France, but then I suppose most officers have the same opinion of their lot."

THE MEN WHO STICK IT.

"There are times when most fellows who are living in the ditches over there cannot help getting sick of it all—the mud, the discomfort, the uncertainty. I take it that I'm pretty average among officers with about two years of scrapping. Sometimes the longing for home and the comfort of it get too much for me—I want to have my feet on the fender before a cheery fire, talk to my mother, and feel that there's nothing facing me in the morning but a quiet time. When these moods come on me, I used to get out of my funk-hole and stroll along the trench to talk to my men. I used simply to say, 'Hallo, Boonie. How goes it?' and invariably the reply was indomitably cheery. I would give our jester a chance, an opening to chaff me. He always played up. I always came back from my round with the feeling that I was an ungrateful beast, that I wasn't worthy of the men I had charge of."

"I don't think the men ever realised what they did for me. They simply played the game naturally without any pretending. I think my men liked me; at any rate, I've had more kindness from them under the quiet unpleasant conditions of the trenches than I've ever had from anyone except, perhaps, my mother. And it never varied, this kindness and consideration; it was always the same ready willingness to help. What could one do for men like that except value them highly? There they were, living and working under conditions nothing short of damnable—in spite of all that can be done to make things better—in the mud and slush, seldom dry of clothing under shell-fire, gas, machine-gun fire, every damn thing to lower their spirits; and they never wavered for a moment—not a single moment."

"Remember this, I am not handing out bouquets to my chaps exclusively. From what I've heard from other officers of the thinking sort, my case is pretty general along the line. You have to think of all that long line, stretching to hundreds of miles, with millions of British soldiers along it—and I'll bet that there's not an officer who doesn't think exactly the same of his men as I do of mine."

THE HOME FRONT.

"I should be inclined to laugh, if it were not so serious, when I think of some people at home and compare them with the men at the front. I am ready to admit that the people at home have backed us up admirably with turning out our supplies, but there are certain sections of the folk at home who appear to have 'got the wind up,' as my fellows would say. These folk are inclined to grouse about the shortage of food—I take it there's a definite shortage—and to fancy they are 'faced with starvation.' There are some, again, who think the Germans are going to break through our line sometime soon, that there's going to be such a frightful burst-up that the war is going to finish quite on the wrong side. These folk have never lost the scared feeling that the Germans are invincible, that they can do whatever they make up their minds to."

"I wish I could take some of these people with the sinking stomachs and plank them in a safe place where they could watch my chaps sticking it. They wouldn't worry about any German offensive, for one thing, and they would feel ashamed at their grouching about food for another. I'm not denying that the Germans may come back at us in great weight and give us a tough time for a bit, but I've seen the Germans over two years, and I've seen the British soldier for the same time. It will certainly be a tough time for us in the trenches, but I haven't the slightest fear that our men will break. I know them too well for that. And what sort of a time do you think it's going to be for the Germans?"

"When you boil the whole situation down to its essence, the thing that comes out is not the staying power of the fighting man; it is the staying power of the

folks at home. The men in the trenches have never let their folks down, and, if you ask me, I don't think they ever will. But it's up to the folks at home to see that the simple soldier is not worried with home affairs. He won't fight with any concentration if he is perpetually thinking that his wife and kids are starving."

"Take it that the Germans do get up a big offensive, and take what is almost a moral certainty—that it washes out, comes to nothing, like Verdun or Ypres. The Germans won't have done anything to hurt the Allies, but they will have done something to crush the last remnants of the spirits of the German people—they'll never stand it. Mind you, I'm not anticipating a revolution in Germany during the war. You have to remember that the bulk of the German males are under army discipline; it will keep them pinned till the fighting stops. But the moment these men get out of uniform, the moment they are released from the fear of shooting by court-martial, well, then look out for squalls."

"All that's a long way from this mess-up of mine. It was a chance S.P. shell that did it just as I was having some tea—the sort of thing that happens on occasion. A few bones broken, a few punctures, general bust-up, but mending, thank goodness, mending."

(Continued at foot of next column.)

THE STRANGE ROAD TO THE TRENCHES.

[BY HAMILTON FYFE.]

I call it "the road" because all roads to the front are the same.

To begin with, being French roads, they are straight. You see them running up and down for miles ahead of you, like the one in Mr. Nevins' pictures of the front.

Next, they are hard and smooth. The British Army sees to that. Steam-rollers from all parts of England meet upon them. You pass now a group of turbaned Indians working at them, after that a band of smiling, sturdy Chinese. You may see in the same hour Arabs and Nubians, natives of Senegal and Ceylon. Their dress supplies in the grey northern winter landscape welcome touches of colour. The gorgeous East, you would say, must have been ransacked for road-menders.

On all roads to the front are the same strings of motor-lorries; the same horsemen to whose kindly English faces the steel helmet lends a quality of sternness; the same bodies of infantry, perhaps bound for the baths with towels on their shoulders, perhaps with picks and shovels, or maybe in full marching order, with all their goods and chattels slung around them on their way to or from the line. The same games of football being played in fields alongside, the same well-turned out young officers taking exercise on well-groomed horses, the same fast staff cars speeding on errands that admit of no delay.

And then, bordering all roads to the front are identical settlements of wooden or tin huts; identical headquarters of this, that, or the other unit, lying back a little, with perhaps an attempt at a garden, villages whose only inhabitants seem to be British soldiers, for whose benefit the cottage windows display notices such as "Eggs and Chips" (evidently a favourite dish), "Stout and Pale Ale," "Washing Done Here," or sometimes more ambitious efforts like this which I saw: "Compare our prices; everything reasonable."

Way back these villages are just what they were in peace, tidy and comfortable. Suddenly you notice that they and the landscape have altered. Trees no longer shade the road. No trees are to be seen; only their stumps or blackened skeletons. There are no more cultivated fields. The soil is rank and sordid. Woods and grasses cover it. It is all holes and mounds. Tangles of barbed wire, ploughs or rapiers twisted pitifully into useless shapes of iron, wheels sticking out of rubbish heaps, make desolation eloquent. In places of tidy, comfortable villages are piles of brick or broken stone, part of a wall here, there a fragment of a church, ruin savage and complete.

Passing through such a scene I saw on a board the name of a village I once knew. With a shock I said to myself: "Why, this way that village." "Was," is the light word.

Our Army signposts are abundant and plain. Every place is labelled in large letters. Notice-boards are numerous. Well back from the line, we are warned of the "Pneumonia" "Gas" "Zone." Nearer the announcement read "Alert" "Zone." Then, nearer still, "East of this board respirators must be worn in the 'ready' position." At a certain distance from the line warning is also given that steel helmets must be put on.

As evening draws in the road to the front becomes more lively. You see men with mess tins fetching their evening meal. You see men strolling after their day's work, as fit as fash air and good food and regular, healthful occupation can make them; and cheerful because they are fit. In the hut settlements lights begin to twinkle. They radiate suggestions of well-earned, well-nourished repose.

Very different the impression that a ruined city like Arras made upon me at nightfall. I think of all the pleasant domesticity which reigned, especially at this hour, when men went home to dinner and children begged for one more game or story. So much quiet happiness destroyed! The jagged walls and shells of houses open to the gaze strike a note of almost intolerable sadness.

Yet one soon forgets it, watching the Vercy lights and trellis girders going up from the German trenches, and skimming long swiftly to a fire and food. A train holds us up at a level crossing. A North Western engine drawing War Department trucks made in England! After that it seems natural to hear a boy in Saint Pol crying *Dylee Myel*.

For you must by this time have discovered the road to the front's chief characteristic. It is far more English than French.

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(Continued at foot of next column.)

PELMANISM

"The Little Grey Books."

No books have achieved greater popularity during the war than "the little grey books," as they are affectionately called. Soldiers pore over them in the trenches; sailors on them in their brief intervals of leisure in the Grand Fleet; business men and women consult them at every possible opportunity; lawyers, doctors, and students declare them to be an ever-ready source of help, stimulation, and encouragement.

In fact, everybody is studying these wonderful "little grey books" in which the principles of Pelmanism are so interestingly explained: "Pelmanism"—that extraordinary new force in modern life—the "cardinal factor of success," to quote *Truth's* telling phrase.

If you do not know the "little grey books," if you are not a Pelmanist, you should hasten to make up for lost time. "Nobody who has not studied these books," says an ardent Pelmanist, "can conceive the immeasurable benefits resulting from them."

"A single one of them would be cheap to me at a hundred pounds," declares a solicitor. "As a direct consequence of them I gained a step in promotion," writes a Lieut.-Colonel.

Many clerks, shop assistants, and salesmen tell how they doubled and trebled their incomes as the result of a few weeks' study of the Pelman Course. Tradesmen tell of "record turnover" and 100 per cent. and 200 per cent. increase in profits. The latest batch of reports from Pelman students (including men and women of all occupations in life) show that less than one per cent.—not one in a hundred!—failed to gain substantial advantages from the Pelman Course.

And all at the price of a half-hour or so a day for a few weeks! It sounds too good to be true, but there are thousands of letters to prove that it is absolutely true. There is not a class, not a business or trade or profession in which Pelmanism has not proved itself a wonderful help to success. That is to say, a means of increasing efficiency and developing "braininess" to such a degree that promotion and a bigger salary follow as surely as night follows day.

Women are particularly keen on Pelmanism; it has proved such an enormous help to them in "getting on" in business. Many of them describe it as "the best investment I ever made."

There are many who adopt it as a means of regaining lost mental activities. Elderly men and women whose lives have been so fully occupied with business, social, or household matters that the intellectual side has been partly or wholly submerged; successful men in the commercial world whose enterprises have heretofore left them too little leisure to devote to self-culture; Army officers who find that the routine of a military life invites intellectual stagnation—these find that the Pelman Course offers them a stairway up to the higher things of life.

Here are two letters of great interest. The first is from an Army student, who says—

What Newspapers say.

[Brief selection from hundreds of Press comments.]

Public Opinion.

There is no institution in the kingdom which is doing more to raise the standard of business, professional and intellectual efficiency than the PELMAN Institute.

The Daily News.

THE PELMAN Institute has done wonderful things for the production of brilliant workers. Its system of scientific Mind and Memory Training is remarkable. There is no department of modern activity in which the student under this system may not be stimulated and made lucrally more efficient. The success of the PELMAN System is world-wide.

The Daily Mail.

The importance of a good memory is obvious to everyone, and everyone partially or wholly employed in drilling our brains to do more efficient work are bound to bring a harvest of good results.

The British Weekly.

All need this blessing of a perfect memory, and the PELMAN System is the oldest, as it is the most recent. It is the oldest, because it is the best; it is the most recent, because it is the latest methods of research.

T.P.'s Weekly.

A perfect method of training, and especially adapted for business men. It has stood the test of years, and has been subjected to constant improvement.

The Daily Chronicle.

THE PELMAN Institute is doing valuable work in supplying its pupils with a systematic training, without which even the most brilliant natural gifts are at a discount in the business world.

John Bull.

We have carefully investigated the guarantees of the PELMAN System, and have no hesitation in advising our readers who desire to strengthen their memories for business or for the service. Under a business Government the PELMAN System would become a part of our national education.

Letters from

PELMAN STUDENTS

A Rise Already.

I am glad I enrolled for your training, as it is doing me good. I have got a rise already. —STROKEPER (Ref. No. 8 5115.)

Turnover Doubled.

I doubled the turnover of my department last year, in spite of the war. This year I am doing better. I have always originating new ideas and have a wide and well-disciplined imagination. —(Ref. No. 8 5104.)

Salary Improved 300 per cent.

My salary has been improved 300 per cent. I have improved 300 per cent. in salary, due to great increase in my teaching. —(Ref. No. 8 5274.)

Studying Languages.

In studying Spanish I have found the PELMAN System of memorizing to be of much value. I have made good progress in the mind-developing exercises—obtaining a practical result in an increase of salary. —(Ref. No. 8 5104.)

Great Pleasure and Profit.

In submitting the last paper of the PELMAN Course for examination I have to thank you for the great pleasure and profit I have derived from the Course. —LADY STUDENT (Ref. No. 8 5002.)

More Confident and Hopeful.

The Course has improved my memory. I feel more confidence in myself, and can adopt a more hopeful attitude towards any difficulties which may occur in the course of my work. —LADY STUDENT (Ref. No. 8 5174.)

Quicker at Arithmetic.

I am keener, quicker at arithmetic, my perceptions are sharper for unfamiliar objects, my attention is less easily attracted by anything new, and I am more energetic. I have found a definite gain in strength, and I should be doing much better if I could persuade them to take the Course. —LADY STUDENT (Ref. No. 8 5002.)

Recommendation a favour.

I am so happy the Course has come to an end, the lessons have been (and will be) so helpful to me, which has given me a new lease of life, and I am so glad to do so, and I should be doing much better if I could persuade them to take the Course. —LADY STUDENT (Ref. No. 8 5002.)

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MANILA	"LOONGSANG"	Wed., 12th June, 3 p.m.
MANILA	"YUENSANG"	Wed., 18th June, 3 p.m.

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WEATHER REPORT.

May 4th, at 12.06.—No returns from Japan and Vladivostok. Pressure has increased slightly along the east coast, and decreased slightly elsewhere; a depression is situated over Tongking.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.39 inch. Total since 1st January, 14.07 inches, against an average of 25.35 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Direction: S. winds, moderate; rain.

Forecast: The same as No. 1.

Hongkong to Gap Rock

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CHINA COAST METEOROLOGICAL REGISTER.

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"ASAHI BEER."



DAI NIPPON BREWERY TOKYO CO.

SOLE AGENTS: MITSU BUSSAN KAISHA, Ltd. No. 230 or 155.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 4th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 1 p.m.
Barometer	29.77	29.73	29.77
Temperature	78	73	74
Humidity	83	89	84
Wind Direction	SW	NE	North
Force	2	1	2
Weather	o	or	or
Rain	1.41	—	0.57

Highest open-air Temperature on 3rd 80

Lowest open-air Temperature on 4th 76

HONGKONG TIDE TABLE.

From 5th to 11th June, 1918.

HIGH WATER

LOW WATER

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO
UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
SWATOW and SINGAPORE	"LINAN"	On 5th June, Noon.	
SHANGHAI	"SUIYANG"	On 6th June, 3 P.M.	
SHANGHAI	"HAIFONG"	On 8th June, 3 P.M.	
SHANGHAI	"SUNGKIANG"	On 11th June, Noon.	

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation, Amidships Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, making Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconveniences of transshipment at Woosung.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying 3 to 16 Days).

"BAIHONG"	Capt. J. W. Evans	FRIDAY,	7th June, at Noon.
"HAITAN"	Capt. A. E. Hodgins	TUESDAY,	11th June, at Noon.

* Calling at Amoy Passengers only.

Arrivals and Departures from the Company's Wharf (near Elako Pier).

For Freight and Passage, apply to—
DOUGLAS LAFFRAK & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.**APCAR LINE.**

REGULAR SERVICE BETWEEN
CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamer have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage apply to—
DAVID SASSOON & CO., LTD.
Agents.

P. & O. S. N. CO.**ROYAL MAIL SERVICE**

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT:

TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALIA, EGYPT, &c.

Steamers	Leave HONGKONG	Connecting Mail	Due at Marseilles	Due at London
to	at Noon	Str. from Colombo	1917	1917
COLOMBO				

When Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS

(Non-Transshipment),

IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETTESHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave H'KONG	Leave SINGAPORE	Due at Marseilles	Due at London
	about	about	about	about
The Intermediate	Service is	Temporarily Suspended.		

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents of advice.
Any damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GOSNOLD & DIVOLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

P. L. KNIGHT,
Acting Superintendent.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMERS & DISPLACEMENT	SAILING DATES
SHANGHAI KOBE & YOKOHAMA	KANAGAWA MARU 12,600 TONS SAT. 22nd June 11 A.M. MISHIMA MARU 16,000 TONS SAT. 22nd June 11 A.M.	
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU 9,600 TONS SAT. 16th June 11 A.M. AKI MARU 12,600 TONS SAT. 20th July 11 A.M.	
SHANGHAI, MOJI & KOBE		
LONDON OR LIVERPOOL VIA SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN		
MELBOURNE VIA MANILA, ZAMBOANGA, THURBURN, TOWNSVILLE, BRISBANE & SYDNEY		
NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL		
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO		
CALCUTTA VIA SINGAPORE, PENANG & BANGKOK		

§ Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

Next SAILINGS FROM HONGKONG.

† FUSHIMI MARU — TUES. 11th June, at 11 A.M.
† KASHIMA MARU — THURS. 20th June, at 11 A.M.

§ Omitting Manila Eastbound.

For further information apply to
NIPPON YUSEN KAISHA.
§ MOJI Manager

Telephone 292 and 293

TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
SIBERIA MARU	18,000	MON. 10th June, at Noon.
TENYO MARU	22,000	SAT. 22nd June.
SHINYO MARU	22,000	TUES. 16th July.
KOREA MARU	18,000	TUES. 18th Aug.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, RALEAO, CALLAO, ARICA, AND IQUIQUE.
THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,300	July 12th.
ANYO MARU	18,600	Sept. 6th.
NIPPON MARU	11,000	Nov. 8th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD. and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager.
King's Building.

Telephone 2274 and 2275.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SERVICE TO AND FROM JAPAN VIA SHANGHAI
SERVICE TO AND FROM EUROPE.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

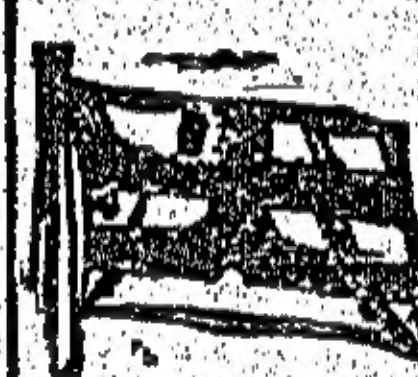
Return Tickets to Europe available for two years.

Return Tickets to Intermediate Ports available for six months

For full particulars regarding sailings, apply to

F. THOMAS, Agent.
Queen's Building.

Telephone 740.

**O. S. K.****OSAKA SHOSEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

MARSEILLES LINE—Monthly service via Singapore and Port Said.

NORTH AMERICAN LINE—Regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan.

"ARABIA MARU"	WED/DA, 5th June, at 11 A.M.
"AFRICA MARU"	SUNDAY, 9th June, at 3 P.M.
"CANADA MARU"	MONDAY, 17th June, at 3 P.M.

SOUTH AMERICAN LINE—Every two months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

BOMBAY LINE—Regular fortnightly service for Bombay calling at Singapore, and Colombo.

JAVA LINE—Monthly service for Batavia, Sourabaya and Samarang.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling Auckland, N.Z., Sydney and Melbourne.

FORMOSA LINE—The steamers will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the Wharf

Telephone No. 76 will be fixed.

KEELUNG via SWATOW and AMOY.

"KAJO MARU" — SUNDAY, 9th June at Noon.
TAKAO via SWATOW and AMOY.

"SOSHU MARU" — THURSDAY, 6th June, at 8 A.M.
FOR SAILING DATES AND FURTHER PARTICULARS

Please Apply to—

K. YAMASAKI, Manager.
No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FRIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA AND HONOLULU TO SAN FRANCISCO.

JUNE 21. and AUGUST 31. 1918.

AN UNPARALLELED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. BUTTER, Freight and Passage Agents.
Princes' Buildings, 100, Queen's Street.

